

SIXTH

ANNUAL REPORT

OF

THE DIRECTORS

OF THE

PENNSYLVANIA RAIL ROAD COMPANY,

TO

THE STOCKHOLDERS.

FEBRUARY 7, 1853.

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1853.



# DIRECTORS, 1853-1854.

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BY THE STOCKHOLDERS.

J. EDGAR THOMSON, CHRISTIAN E. SPANGLER,  
GEORGE W. CARPENTER, JOHN YARROW,  
WASHINGTON BUTCHER, SAMUEL JEANES,  
JOHN FARNUM.

BY THE CITY OF PHILADELPHIA.

GEORGE HOWELL, ALEX. J. DERBYSHIRE,  
WILLIAM R. THOMPSON.

BY THE COMMISSIONERS OF ALLEGHENY COUNTY.

WILLIAM ROBINSON, JR.

BY THE COMMISSIONERS OF SPRING GARDEN.

WILLIAM AYRES.

BY THE COMMISSIONERS OF NORTHERN LIBERTIES.

EDWARD T. MOTT.

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PRESIDENT.


J. EDGAR THOMSON.

TREASURER.

GEORGE V. BACON.

SECRETARY.

THOMAS T. FIRTH.



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## ANNUAL MEETING.

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At the Sixth Annual Meeting of the Stockholders of the Pennsylvania Rail Road Company, held at Sansom Street Hall, on Monday, February 7th, 1853, on motion of A. J. Derbyshire, John Price Wetherill, Esq., was appointed Chairman, and George Bolden Secretary.

Mr. T. T. Firth, Secretary of the Board of Directors, read the Annual Report of the Board of Directors, which, on motion of S. V. Merriek, was laid on the table for the present.

On motion of J. B. Myers, the following resolution was offered :

*Resolved*, That the Directors be and are hereby authorized and instructed to subscribe (Legislative authority being first obtained) for fifteen thousand shares in the capital stock of the Marietta and Cincinnati Rail Road Company, payable by like amount of shares in the Pennsylvania Rail Road stock, or in cash ; the par proceeds of the sale of said shares deliverable at such time as may be agreed on between the Directors of the two Companies. *Provided*, the said Marietta and Cincinnati Rail Road Company will agree to pay the interest at the rate of six per cent. on the stock issued by them, and will not sell the Pennsylvania Rail Road stock at less than its par value, without the consent of the Directors of the Pennsylvania Rail Road Company.

The following resolutions were offered by J. M. Kennedy :

*Resolved*, That the Board of Directors are hereby authorized, at their discretion, to subscribe the sum of \$300,000 to the capital stock of the Ohio and Indiana Rail Road Company ; *provided*, that the power to make such subscription be conferred by law upon this Company.

*Resolved*, That the Board of Directors are hereby authorized, at their discretion, to subscribe the sum of one hundred thousand dollars to the capital stock of the Springfield and Mount Vernon and Pittsburgh Rail Road Company ; *provided*, that the power to make such subscription be conferred by law upon this corporation.

General Robinson offered an amendment to the resolution of Mr. Myers, requiring a like subscription of fifteen thousand shares by other parties, before the Pennsylvania Rail Road Company subscribe for stock.

The Chairman here announced he had received the following communication, directed to Mayor Gilpin :

*Whereas*, in the opinion of Councils, it is the interest of the Pennsylvania Rail Road Company to assist with its credit, within limits suggested by sound judgment, in forming those links of communication which are necessary to effect the purposes of its organization, and secure to Philadelphia her just proportion of the trade of the West and South-West, which, without active exertion, she will be deprived of, by reason of the great efforts now making by the cities of New York and Baltimore to attract the same exclusively to their markets. Therefore,

*Resolved*, That as Stockholders in the Pennsylvania Rail Road Company, these Councils do assent to a subscription by said Com-

pany of seven hundred and fifty thousand dollars in the capital stock of the Marietta and Cincinnati Rail Road Company, and that his Honor, Charles Gilpin, Mayor, and John Price Wetherill and Thomas Snowden, Esqrs., Presidents of Select and Common Councils, be and they are hereby appointed Delegates to represent the City of Philadelphia at the next annual meeting of said Company, with full authority to cast the vote of the stock held by the City in behalf of said subscription, *upon condition* that the necessary legislation be first had and obtained.

*Passed Councils February 3d, 1853.*

Attest,

CRAIG BIDDLE,

*Clerk of Common Council.*

Elliott Cresson seconded the amendment offered by General Robinson to Mr. Myers' resolution.

General Robinson explained his reasons for amending the resolution of Mr. Myers.

S. V. Merriek called upon the President of the Marietta Road for information respecting its finances.

Mr. Cutler, President of the Marietta Road responded to the call.

J. M. Read, Esq., spoke in opposition to the resolution.

Daniel L. Miller advocated the resolution.

Thomas Biddle, Esq., strongly advocated the resolution.

J. M. Read, Esq., offered a substitute to General Robinson's amendment, that the Directors of the Pennsylvania Rail Road

Company shall subscribe to the stock of the Marietta and Cincinnati Rail Road Company when satisfied that the means for the prosecution of the whole work are sufficient to secure its completion.

The question was taken on the amendment offered by J. M. Read, and lost by a large majority.

The question on Mr. Myers' resolution was carried unanimously.

General Robinson then offered his protest against the action of the meeting of Stockholders. After being read by him, was ordered to be entered on the Minutes of the Company.

After remarks by General Anthony, President of the Springfield and Mount Vernon Rail Road Company, the resolution to subscribe three hundred thousand dollars to the Ohio and Indiana Road, and the resolution to subscribe one hundred thousand dollars to the stock of the Springfield and Mount Vernon, were adopted by a large majority.

On motion of J. R. Tyson, Esq., the Report of the Directors was adopted, and ordered to be published.

The Meeting, on motion, adjourned.

JOHN PRICE WETHERILL, *Chairman.*

GEO. BOLDEN, *Secretary.*



## ERRATA.

Page 12—7th line from the bottom, omit the word “*same.*”

“ 15—15th line from the top, read “*two millions of dollars*”  
instead of “*two million dollars.*”

“ 20—5th line from the top, read “*have*” instead of “*has.*”

“ 30—3d line from the top, read “*Portage*” instead of “*Portable.*”

“ 39—6th line from the top, read “*Furniture*” instead of  
“*Fuel.*”



# SIXTH ANNUAL REPORT.

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Office of the Pennsylvania Rail Road Co.

Philadelphia, January 31, 1853.

The Board of Directors of the Pennsylvania Rail Road Company, in returning their trust into the hands of the Stockholders, embrace the occasion to congratulate them, upon having opened on the 10th ultimo, a continuous Railroad from Philadelphia to Pittsburgh.

This important object has been effected within the short space of five years, from the beginning of active operations East of the Allegheny mountains; and two and three-fourths years from their recommencement, West of that barrier;—a very small amount of grading having been previously done near Pittsburgh.

The Portage Rail Road,—over which we exercise no control,—at *present* forms a part of this continuous line, and it is still obstructed by seven inclined planes. The inconvenience and delays attending the passage of these, have given to the route through Pennsylvania a character, that has not impressed itself favorably upon the traveller. Notwithstanding these objections to the route, it has afforded the means of maintaining a reasonable competition with its rivals, for the trade and travel between the East and West, drawing to Philadelphia a transportation, which, but for the construction of the Pennsylvania Rail Road, would now reach the Sea Board over the avenues opened by other cities.

The business of the road during the last year, unsatisfactory as the character of the line seemed to be, has nevertheless reached the large sum of \$1,943,827 81, greatly exceeding the expectations of the Board at its commencement. The nett profits of the Company from this source, have been \$617,025 87, leaving a surplus, after paying the interest due to Stockholders and others, of \$40,018 56.

From the Report of the Chief Engineer, the Board entertain the hope, that the obstructions which at present prevent the Pennsylvania Rail Road from becoming the best, and most popular avenue of travel between the East and West, will be removed during the ensuing Autumn. The difficulties upon it, have recently been greatly reduced by the avoidance of three, out of the ten inclined planes heretofore used on the Portage Road, which has insured to the operations of that work increased regularity in the arrival of our trains.

No efforts have been spared to press forward the grading on the road, now in progress, to avoid the remaining planes. Every point, where the character of the work would probably cause delay in its execution, has been fully manned, and a continued supply of laborers will be maintained, by forwarding them from Philadelphia, as heretofore, free of charge.

The Board, on entering upon the performance of their duties in February last, found that contracts for the construction of the road had been made, which, added to the amount necessary to render the whole outlay productive, involved the expenditure of the further sum of four millions of dollars, while the means available to meet the contracts entered into had become exhausted.

The policy which dictated the creation of these obligations was eminently judicious, and it is only to be regretted that the Company *had not* boldly met the financial question involved, a year earlier. Without the construction of the Mountain Division, for

which they had been incurred, an equal competition for the trade of the West with other routes, would have been a hopeless effort. With it, we can present the *best* thoroughfare between the Atlantic and the Mississippi.

Under these circumstances, the only question that the Board felt that they had to decide, was, in what manner the means could be best obtained, to secure the *earliest practicable completion of the whole road*. A suspension of the work could not be thought of.

The City of Philadelphia, and the District of the Northern Liberties, having made conditional subscriptions, amounting together to the sum of one million of dollars, which required a further sum of \$283,000 to be subscribed on the part of individuals to make it available; a call was made upon the Stockholders and Citizens generally, to aid in raising this amount, which was promptly and successfully responded to. The amount thus raised, added to the large receipts from the business of the road, and the proceeds of the municipal subscription, afforded relief from pressing demands upon the treasury, but fell far short of the sum required to meet the wants of the Company, and to insure the uninterrupted prosecution of the work that had been commenced.

From the efforts made by members of the Board, and those who co-operated with them, to raise the limited amount of stock required to effect the object already mentioned, they were convinced of the utter hopelessness of securing *in time*, by similar means, the sum necessary to meet the demands upon the treasury. The period when active exertions might have secured the accomplishment of the cherished policy of the Company, had been suffered to pass.

While the Board was satisfied of the necessity of adopting, under the circumstances, the alternative of a loan, they declined to carry their views into effect, without the concurrence of the Stockholders. This was accordingly asked, and resulted in receiving their sanction, by a vote of 134,680 to 754.

A loan of five millions of dollars was authorized, and the amount (three millions), required to complete a single track road from Harrisburg to Pittsburgh, including outfit, &c. was disposed of on favorable terms, to parties whose character was a full guarantee to the Company, for their compliance with their offer, under any and all changes, in the financial condition of the country. The early completion of the road was the great object desired by the Board; and this has been secured beyond a contingency by the policy adopted, and the arrangements made under it.

From the statement of the Treasurer, herewith submitted, it will be seen that the receipts from Stockholders, in payment of instalments on 200,000 shares subscribed to the Capital Stock of the Company, was on the thirty-first day of

|                                                      |   |   |   |                        |
|------------------------------------------------------|---|---|---|------------------------|
| December last,                                       | - | - | - | \$9,768,155 00         |
| The receipts from the \$3,000,000 loan to same date, |   |   |   | 1,906,666 67           |
| Total,                                               | - | - | - | <u>\$11,674,821 67</u> |

The report of the Superintendent, which is also submitted, accompanied by a number of valuable tables, exhibiting in detail the operations of his department, shows the whole business of the road during the year 1852, to have been - \$1,943,827 81

|                                                                                                                                                                              |   |                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---------------------|
| And the expenses incurred in transacting this business on the Pennsylvania Rail Road and connecting lines, including stage fare, boat hire, &c. during the same same period, | - | 1,326,801 94        |
| Nett revenue,                                                                                                                                                                | - | <u>\$617,025 87</u> |

From this deduct interest paid and due to Stockholders in 1852, - \$540,810 50

|                                                          |   |                   |
|----------------------------------------------------------|---|-------------------|
| And interest paid on loans, mortgages, and ground rents, | - | 36,196 81         |
|                                                          |   | <u>577,007 31</u> |

Leaving a nett income, after payment of whole interest, \$40,018 56

*Resources of the Company.*

|                                                                                                                                                                                                            |               |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| Balance of Receipts, as above, - - -                                                                                                                                                                       | \$40,018 56   |
| The Receipts from Stockholders and Loans, to<br>January 1st, as already stated, was, -                                                                                                                     | 11,674,821 67 |
| There is yet due from Stockholders, in payment of<br>instalments, - - - - -                                                                                                                                | 231,845 00    |
| And from the purchasers of the <i>three million loan</i> ,<br><i>including premium</i> , - - - -                                                                                                           | 1,189,333 33  |
| Five thousand shares of the capital stock of the<br>Ohio and Pennsylvania Rail Road Company,<br>upon which there has been paid, - -                                                                        | 137,600 00    |
| There has been invested in materials for working<br>the road, consisting of wood, lumber, cross-ties,<br>iron, steel, pig metal, wheels, castings, oil, cot-<br>ton waste, &c., on hand January 1st, 1853, | 81,690 00     |
| <hr/>                                                                                                                                                                                                      |               |
| Total Resources for constructing and working road,                                                                                                                                                         | 13,355,308 56 |
| The disbursements and advances on account of con-<br>struction of road and outfit, up to December<br>31st, 1852, was, - - - \$10,518,072 51                                                                |               |
| Interest account, Dec. 31st, 1851,                                                                                                                                                                         | 241,571 07    |
| Ohio and Penna. R. R. stock,                                                                                                                                                                               | 137,600 00    |
|                                                                                                                                                                                                            | <hr/>         |
|                                                                                                                                                                                                            | 10,897,243 58 |
| <hr/>                                                                                                                                                                                                      |               |
| Leaving this amount to work the road and meet<br>the obligations of the Company in 1853, -                                                                                                                 | 2,458,064 98  |
| There will be required to settle unadjusted claims<br>for work on the Western Division, and to com-<br>plete a single track road across the Allegheny<br>mountain, - - - - -                               | 1,221,000 00  |
| <hr/>                                                                                                                                                                                                      |               |
| Leaving a balance of                                                                                                                                                                                       | 1,237,064 98  |

|                                                    |   |                |
|----------------------------------------------------|---|----------------|
| Amount brought forward,                            |   | \$1,237,064 98 |
| The Resourees of the Company stated above in-      |   |                |
| cludes the stock of the Pennsylvania and Ohio      |   |                |
| Rail Road Company, which it is not proposed to     |   |                |
| dispose of, amounting to                           | - | \$137,600 00   |
| And materials on hand, which will                  |   |                |
| be consumed in working the road                    |   |                |
| and building cars,                                 | - | 81,640 00      |
| Additional materials required for                  |   |                |
| same object during 1853, say,                      |   | 40,000 000     |
| Yet due on Ohio and Pennsylvania                   |   |                |
| Rail Road stock,                                   | - | 112,400 00     |
|                                                    |   | <hr/>          |
|                                                    |   | 371,640 00     |
| <hr/>                                              |   |                |
| Leaving available for Indiana Branch and increased |   |                |
| outfit,                                            | - | \$865,424 98   |
|                                                    |   | <hr/>          |

The expenditure of this balance would close our outlays,—except for the increased outfit required to meet a continually increasing business,—if the demands for transportation facilities had not warned the Board of the necessity of providing at once, an additional track throughout the whole extent of the road, for the accommodation of the vast amount of produce that is already pressed upon the Company for conveyance to market. The extension of the several avenues diverging from the western end of the road, into every portion of the West, seemed too plainly to point out, the necessity of this measure, to allow the Board to hesitate as to its adoption. They accordingly directed their Chief Engineer, as soon as the financial arrangements of the Company justified the undertaking, to proceed at once, to widen the graduation of the road-bed for the additional track, and to contract for twenty thousand tons of



iron-rails; sufficient for four-fifths of the line between Harrisburg and Pittsburgh.

The additional grading required is now in progress, and the iron has been contracted for at fifty-six dollars and fifty cents per ton, with the well known firm of Reeves, Abbott & Co., of this city, who have furnished nearly all of the rails heretofore laid upon the road, of a quality that has given general satisfaction.

It is the intention of the Board, to double the road from Harrisburg to the Susquehanna Bridge;—from Millerstown to Lewistown;—from Altoona to Johnstown;—and from Latrobe to Pittsburg, during this year if practicable, and the remainder of the line as fast as the iron can be delivered. The whole may be completed during the year 1854.

The means necessary to meet this additional outlay, it is proposed to raise by a further issue of two million dollars of the bonds of the Company, and the sale of additional stock, which will doubtless command a premium, when the funds are required to pay for the work, or it may be divided among the Stockholders, in proportion to the amount held by each.

That the stock is now worth more than par, the results obtained from the last year's business, under all the disadvantages of its connections, must satisfy the most skeptical.

The cost of the whole road, when finished with two tracks, will not exceed the original estimate of the Engineer. According to the estimate submitted by the present Chief Engineer, it will fall somewhat below that sum, but it is believed that unforeseen contingencies will finally swell the cost to the amount previously estimated,—thirteen million six hundred thousand dollars, exclusive of outfit. The means required for the latter object, will be limited by the extent of business that may offer for transportation. If it exceed our original expectations, it will be a gratifying evidence that the prosperity of the road and the necessity for its construction, were

underrated, by those who have been the most sanguine as to the results, that would flow from the completion of the enterprise.

The statements accompanying the Report of the Superintendent, afford full information in relation to the receipts and disbursements of the finished road, and are referred to as worthy of an attentive examination from the Stockholders.

The system of accounts adopted for this branch of the Company's service, afford every desirable information in relation thereto, worthy of preservation; and are as simple as they can be made to meet this object. To preserve this system in its efficiency, and to subject the accounts of the Company to the scrutiny of a responsible officer, the Board have, under the recent organization adopted for the Road Department, appointed W. B. Foster, Esq. (formerly Associate Engineer), auditor, and consigned to him the duty of their examination and entry at the principal office in Philadelphia.

This arrangement, when fully carried out, will render accessible at all times, information in relation to details of disbursements, which have heretofore been procured through reports furnished by the Superintendent, which have required too great a tax upon his time to communicate.

The flattering exhibit of the year's business must prove exceedingly gratifying to the Stockholders. Conducted as it has been over the roads of this State, and that of another Company, as well as through the agency of stage lines and canal-boats; it was difficult to predict the final result. This however, has proved, at the close of the year, and the termination of the stage and boat contracts, satisfactory; while the attractions of the route have been such as to give to it a sufficient amount of business to render the outlay of the Company, remunerative.

It is also gratifying to state, that it has been managed without accident to passengers, or a material delay to freight, except for a short period, where the transfer of the business from the contrac-

tors for its transportation on the canal, to the direct agents of the Company, after the usual period for closing navigation on that avenue had taken place.

This operation, under the circumstances attending it, caused much annoyance to shippers, and an unexpected detention to goods, which a month's earlier completion of the Western Division would have entirely avoided.

The shipments from the West, since the close of canal navigation, have been unexpectedly large, owing to the advance in the price of produce, and the present high rates of freight between *New Orleans* and *Northern Ports*, which have turned to this channel an amount of business that has taxed the road, in its unfinished condition and incomplete equipment, to its utmost capacity. The amount transported has however been *fully equal to the limited power provided by the State for its conveyance over her roads*; which would have prevented the full employment of a larger number of cars, if they *had* been provided.

In addition to the fifty-one locomotives now on hand, orders have been given for the construction of sixty more; sufficient to move daily 1000 tons each way between Philadelphia and Pittsburgh, exclusive of local freights east of the mountains. Cars will also be provided to fully employ this amount of motive power. Unless a larger number of locomotives are procured by the State, than the appropriation asked of the Legislature by the Canal Commissioners for their purchase would seem to indicate, freight will be subject to much greater delays during the ensuing fall and winter between Columbia and Philadelphia than has occurred this season.

To procure full employment for their machinery, the Board has established from time to time such rates of freight as enabled the Company to compete with other routes contending for the same trade. Their winter rates might have been somewhat higher, if the

sole object in arranging them had been the direct profits of the Company. It has been our policy to meet the efforts of competing lines,—to draw the trade of the West into other channels,—by reduced rather than uniform charges; from this cause chiefly, has our through tonnage been more than doubled this year, without any material increase in the length of road in use over that of the previous year.

The system of uniform charges, which formerly governed the establishment of rates of freight by this Company, was continued upon the local business until the close of canal navigation, when the rates were slightly raised, with a view to greater reductions in the spring, to secure the more important advantage of a uniform business, instead of uniform rates. By this means, a lower average scale of charges may be maintained throughout the year, and the public interests as well as that of the Company promoted.

The local traffic of the road is rapidly increasing, and it is capable of great expansion, under a judiciously arranged tariff of freights. This Company cannot however afford to reduce their rates of transportation upon this business to the standard adopted by other lines, in consequence of the high tolls and the three-mill tax levied by the State. The rates adopted for through freight and travel must be regulated by competition with rival lines, into whose charges the element of taxation does not enter, as it is not imposed upon them.

It cannot be paid by this Company, without receiving it from some source; and as the through transportation will not bear the burden, it must necessarily fall upon the local business of the country traversed. Fortunately for the Stockholders, the resources of this region are ample to meet this tax, without interfering with fair dividends upon the stock of the Company, and its imposition can have no other effect than to retard the development of the wealth of the country adjacent to our Road, within which its influence is felt.

The method of levying this tax is particularly injurious to the prosperity of the region traversed, inasmuch as it is a governmental impost upon the productions of our citizens, in addition, and *in proportion* to the disadvantages of their distance from market.

The last Annual Report of the Company informed the Stockholders of the purchase of the Powelton Estate in West Philadelphia, for general depot purposes. The Company possessing no authority under its charter to hold this property, application was made to the Legislature at its last session, to obtain this right, and a bill was accordingly passed through both branches of the General Assembly; which did not meet the Executive approval. The Act was subsequently modified to conform to the Governor's views, and afterwards became a law. Under its provisions the Company can hold but thirty acres; the remaining sixty-three acres is to be held by the purchasers, under an agreement to convey it to the Company, at any time previous to July 1st, 1860. If no authority to hold this property can be obtained, or it should not be disposed of at the request of the Directors previous to that time, it is to be sold before the first day of July, 1861, and the proceeds, after paying cost and expenses, paid into the treasury of this Company.

The great object to be secured by this purchase, was room for the transaction of the Company's freight and passenger business; for which purpose it will be used to a considerable extent. The Board, however, after a careful examination of the whole subject, determined to place their main freight depot within the city. A convenient and central location for which—on Market, between Juniper and Thirteenth Streets,—was accordingly selected, and preparations are now being made for the removal of the freight department to that point. The difference between the cost of drayage to West Philadelphia, and the conveyance of freight in cars to the same point, was found to be (on a business that we shall at once command), more than sufficient to pay the interest on the cost of

the property purchased, without taking into consideration the convenience of the customers of the road, in their daily transactions with the freight office.

Arrangements for the accommodation of the passenger business in Philadelphia has been arrested, in consequence of the ejection of the Company's cars from the Columbia Rail Road, by order of the Canal Commissioners, to fulfil a contract made by them, without notice to this Company or the public, with Messrs. Bingham & Doek. Notwithstanding that the cars of the Company had been placed upon the State Rail Road, at the solicitation of members of the Canal Board, and under assurances of their official protection, as far as it could be given. In consequence of that assurance, the Company was induced to pay to the proprietors of the old Eagle Line a large bonus in the price of their cars over their actual value.

The net revenue resulting from this service was not the motive which induced the Company to place their cars upon the road. The reasons assigned by members of the Board of Canal Commissioners, when they invited the Company to become transporters over the Columbia Rail Road, was that which actuated them in complying with their wishes, viz: to avoid the annoyance to through travel, from a divided interest and responsibility in its transportation, by placing the whole passenger travel between Philadelphia and Pittsburgh, as far as practicable, under one control; the cars to pass, as soon as the space between the tracks on the Columbia Rail Road was widened, and the Portage Rail Road avoided, from city to city without change.

The importance of, and the mutual advantage to be derived by the State and Company from this arrangement were evident, and rendered its continuance desirable. The circumstances that induced the Company to enter into it were known to one member of the Board of Canal Commissioners of last year only, who is not now in office; otherwise, they would doubtless have refused to comply with the



importunities of those who sought the contract, as alleged, mainly from an impression of the importance to this Company of the revenues derived from the transportation of passengers over the State Road. The profits upon this business, it was supposed, enabled the Company to reduce its rates of freight below the customary standard of the canal lines. Experience has since convinced the contractors of their error in this particular, and an arrangement is now in progress for the transportation of passengers over the Columbia Road, which, it is hoped, will prove satisfactory to all parties. For the present, at least, the Philadelphia Passenger Station will remain at the corner of Market and Schuylkill Fifth Streets, in the building erected by Messrs. Bingham & Dock.

The lot purchased in Pittsburg for a Passenger Station, could not be used for that purpose without closing a short street and an alley, which cut it into three parts. The Legislature authorized these to be closed, with the consent of the City Councils of Pittsburg; the delay in procuring their assent, prevented the commencement of the building during the past season.

The accommodations for freight at Pittsburgh are of a temporary character, and commenced under an agreement with the City Councils of that city for the use of a portion of the Levee. They will not involve a large outlay, and are considered in the light of an experiment, from which the best arrangement for transacting this business may be hereafter determined.

#### WESTERN CONNECTIONS.

The geographical position of the State of Ohio, makes her the transit ground, where the commercial contest for the trade of the West must be waged between the great northern Atlantic cities. It is here that the several Rail Roads, commenced under the influence

of this rivalry, cross or intersect each other; and the freights that they bear, destined for an Eastern market, assume the direction given to them, by the relative advantages that each market and their respective avenues present to the choice of the merchant.

Hitherto the canals and rail roads constructed to accommodate this trade, have generally had a northerly direction,—from the Ohio to the Lakes,—attracted to these inland seas by the comparatively cheap rates of freight thence to New York, and repelled from a direct route to the sea-board, by the high charges through Pennsylvania. The commencement of the Pennsylvania Rail Road, gave confidence that this condition of things would soon be changed, and under the stimulus thus opportunely afforded, roads have been commenced that have already far advanced towards completion, whose ultimate destination is Cincinnati, St. Louis, Burlington in Iowa, and Chicago. We have already a continuous, though circuitous line, connecting our Western terminus with Cincinnati and Chicago, and we will have within two months, a more direct route to the former city; and also a continuous rail road to Indianapolis, Terre Haute, Louisville, Evansville and Lafayette.

Of the several lines, through the co-operation of which the Pennsylvania Rail Road expects to receive its share of the Western trade, the Ohio and Pennsylvania Rail Road has made the greatest progress. This important work will be finished in March next to Crestline, on the Cleveland and Columbus Road, from which point it will be immediately extended to Galion, four miles further, and connected with the Bellefontaine and Indianapolis Rail Road, completing a continuous rail road from this city to Indianapolis and Terre Haute on the Wabash river.

The importance of securing a continuous rail road connection between the Western terminus of our road and the north-western portions of Indiana and Illinois, that would act in unison with this Company, early pressed itself upon the attention of this Board.



They were therefore disposed to entertain favorably the application of the Ohio and Indiana Rail Road Company (chartered for the purpose of constructing a road from Crestline to Fort Wayne,) for aid to complete their work. The amount required to enable them to effect this object, was stated to be three hundred thousand dollars, a sum which the Board have agreed to subscribe to the capital of the said Company, provided the Stockholders of the Pennsylvania Rail Road Company assent, and Legislative sanction is obtained thereto.

From Fort Wayne, it is in contemplation to extend this line through Logansport to Peoria, and thence to Burlington in Iowa over a road that is now nearly finished. Another extension of this road diverges from Fort Wayne, and pursues a direct line to Chicago, for the construction of which a Company has been organized.

The Board have also agreed to subscribe upon the same conditions, and for the same object, one hundred thousand dollars to the stock of the Springfield, Mount Vernon and Pittsburgh Rail Road Company, a like amount to be subscribed in Pittsburgh. The inducement to make this latter subscription was *an early connection* with Cincinnati, by a route which, though not the shortest between Pittsburgh and that city, presents a line of light gradients and easy curvature, which with these advantages must always maintain a fair competition for the through business; this, added to the local trade of the rich and populous region it traverses, will doubtless continue to make its stock a profitable investment.

The proposed connections with Cincinnati via Steubenville, and also by Wheeling, the Board are aware, are each about thirty miles shorter than this route, the length of which from Pittsburgh is three hundred and forty-five miles. But the physical difficulties to be encountered in the construction of either of them will delay their completion to a much later period, and until they cross the Ohio by a rail road bridge, they cannot compete with the Mount Vernon

route. The connections upon this route with Cincinnati have been arranged, so that the whole line will operate sympathetically with our own.

The line of the Ohio and Pennsylvania Rail Road is laid as far north as we have expected to cause any considerable diversion of the trade and travel of that region to this city, or through it to New York. A more direct and a very favorable route to Cincinnati, via Steubenville, has been commenced, and is far advanced towards completion, the main line of which, however, passes above that place, traversing the garden of Ohio and Indiana in its course towards St. Louis, passing through the capitals of both States. This route will cross the Ohio River at Steubenville, by a rail road bridge of moderate extent, without a draw, and will have the advantage of possessing the same gauge throughout, from the Delaware to the Mississippi River. In all its characteristics, it may well deserve the appellation of the "Great Central Line" from the *Atlantic* to the *far West*.

Its completion may be delayed by the disinclination of Virginia to grant a charter to pass through a narrow neck of her territory, in consequence of the hostility of Wheeling; but this illiberal spirit must finally give way to more enlightened views of public policy. If it should not, the route down the Ohio to Wellsville, and thence to the Steubenville and Indiana Rail Road, by the most direct course, will accomplish the same object, without a very material loss of distance.

A third line has been considered essential to secure the trade of Southern Ohio, and the larger portions of Kentucky, from whence Philadelphia receives some of her most valuable customers. The only available charters under which roads can be constructed into that region, to connect with our own, are those of the Hempfield and the Marietta and Cincinnati Companies.

The first has received the aid of this city, and will doubtless be

completed at as early a period as the character of the country it traverses will admit of, giving a continuous road from Philadelphia to Wheeling. The line from Marietta to Cincinnati is already in progress, leaving the space between Wheeling and Marietta, —a distance of seventy-six miles,—to be filled up, to accomplish the object desired. To construct a road over this space, the Board have been asked to subscribe to the capital stock of the Marietta and Cincinnati Rail Road Company the sum of seven hundred and fifty thousand dollars, which it is alleged will be sufficient, with the aid afforded by the City of Wheeling, to complete the whole line.

Unwilling to pledge the Company for so large an amount, without further information as to the merits of the enterprise, the Board under a general resolution, instructed their Chief Engineer to visit the West, and after a careful examination, to report his opinion as to the importance to this Company of the construction of each enterprise that had claimed its aid.

His report has been laid before the Stockholders, and it will be perceived that it strongly recommends this improvement, not only as one that will secure an important and valuable feeder to our road, but also as one that will afford a full return in direct *profits* upon the capital expended in its construction. Under this information, the Board feel justified in recommending to the Stockholders to grant authority to subscribe five hundred thousand dollars to the capital stock of this Company, when satisfied that the means for the prosecution of the whole work are sufficient to secure its completion.

The three leading lines referred to, when finished, with their dependences, will give to Philadelphia and to the Pennsylvania Rail Road Company all that they can desire in their connections with the West; and each deserves encouragement from this Company.

While the Board has felt the importance of securing the best

connections practicable with the far West, they have not been unmindful of their obligations to the region traversed by their own improvement. The conditions upon which the construction of a branch line to Indiana was authorized by the Stockholders and the Board, having been virtually complied with; a location of the route has been made, and the graduation of the road bed will be placed under contract during the ensuing spring. This branch will be sixteen and a half miles in length, and it is estimated to cost one hundred and seventy-five thousand dollars.

A survey of the proposed branch to Uniontown has also been made, but the results have not yet been reported to the Board. This important arm of our enterprise will open to the Philadelphia and Pittsburg markets an exceedingly fertile region, the productions of which now find their way to Baltimore. The Board have given assurances that this work will be commenced as soon as a *satisfactory line* for it, has been selected, and the conditions required of the citizens of Indiana, have been complied with, by those of Fayette and Westmoreland Counties.

The completion of these branch lines, and the extensions already referred to through Ohio, must throw upon the Pennsylvania Rail Road, at an early period, a business which even a double track cannot accommodate without a detention of trains, in consequence of the unequal degrees of speed required for the convenience and accommodation of the public. A third track for those portions of the line, where this interference of trains will occur,—which experience will soon point out,—will overcome this difficulty, and give to the road a capacity more than equal to that of the New York Canal, and an *ability to compete* with it in the *prices of transportation*. We shall then again turn the tide of Western trade upon Philadelphia, from whence it has been diverted by the lower rates of freight charged on the routes through the State of New York.

Since the last Annual Meeting of the Stockholders, the Board

have re-organized the Transportation Department, and appointed Herman J. Lombaert, Esq., Superintendent, in the place of Herman Haupt, Esq., who resigned his post, to fulfil a professional engagement at the South. While the Board regret the loss that the Company has sustained, in accepting the resignation of the energetic individual who so ably and faithfully managed this department since its organization, they feel satisfied that they have secured, in his successor, a gentleman whose experience and well-tryed judgment give an assurance of a successful administration of the important duties assigned to him.

The Board refer the Stockholders to the Report of the Chief Engineer, for more detailed information in relation to the progress and condition of the work committed to his charge. They notice with regret, an intimation contained in the Report of this intelligent and estimable officer, of a wish to withdraw from the post which he has filled with so much satisfaction to the Directors.

BY ORDER OF THE BOARD.

J. EDGAR THOMSON,

*President.*

# The Treasurer Reports

|                                                                                         | Dolls.     | C. |
|-----------------------------------------------------------------------------------------|------------|----|
| The amount received from Stockholders, in payment of Instalments, - - - - -             | 9,768,155  | 00 |
| Amount received on account three million loan, - - -                                    | 1,906,666  | 67 |
| Amount received from Passengers, Freight, Mails, Expresses, &c., during 1852, - - - - - | 1,907,665  | 07 |
|                                                                                         | 13,582,486 | 74 |

| AMOUNT EXPENDED.                                                                                                                                                        | Dolls.      | C.         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|------------|
| EASTERN DIVISION.                                                                                                                                                       |             |            |
| Graduation and Masonry, - \$1,944,786                                                                                                                                   | 10          |            |
| Superstructure, Ballast, Ties, Chairs, Rails, Spikes, Sills, &c. - - - - -                                                                                              | 1,765,980   | 16         |
| Engineer Department, - -                                                                                                                                                | 157,801     | 04         |
| Land Damages, Real Estate, Right of Way, Fencing, -                                                                                                                     | 237,229     | 73         |
| Real Estate in Philadelphia County, - - - - -                                                                                                                           | 166,311     | 61         |
| Repairs, Harrisburg and Lancaster Rail Road, - - -                                                                                                                      | 5,209       | 31         |
|                                                                                                                                                                         | 4,277,317   | 95         |
| WESTERN DIVISION.                                                                                                                                                       |             |            |
| Graduation and Masonry, - \$3,210,716                                                                                                                                   | 25          |            |
| Superstructure, Ballast, Ties, Chairs, Rails, Spikes, Sills, &c. - - - - -                                                                                              | 1,221,151   | 05         |
| Engineer Department, - -                                                                                                                                                | 170,694     | 51         |
| Land Damages, Real Estate, Right of Way, Fencing, -                                                                                                                     | 123,586     | 80         |
|                                                                                                                                                                         | 4,726,148   | 61         |
| Machine Shops, Repairs Shops, Stations, Warehouses, &c. -                                                                                                               | 501,506     | 27         |
| Locomotives and Cars, - -                                                                                                                                               | 985,241     | 38         |
| Subscription to Ohio and Pennsylvania Rail Road Company, -                                                                                                              | 250,000     | 00         |
|                                                                                                                                                                         | 1,736,747   | 65         |
| Transportation Expenses, including Motive Power, Maintenance of Way, State Toll and Taxes, Tolls Harrisburg and Lancaster R. R., Stages, &c., and Interest account, - - | \$1,451,301 | 23         |
| To credit of cost of construction, -                                                                                                                                    | 456,363     | 84         |
|                                                                                                                                                                         | 1,907,665   | 07         |
| Cost of construction, balance on Stockholders' interest account, - - - - -                                                                                              | 329,323     | 73         |
|                                                                                                                                                                         | 12,977,203  | 01         |
| Balance in hands of Treasurer and Agents, -                                                                                                                             |             | 605,283 73 |

[ E. E. ]

GEORGE V. BACON, *Treasurer.*

*Philadelphia, January 1, 1853.*

# SIXTH ANNUAL REPORT

OF

## THE CHIEF ENGINEER.

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Engineer Department, Pennsylvania R. R. Co.

Philadelphia, January 31, 1853.

J. EDGAR THOMSON, Esq.,

*President.*

SIR:—When the last Report of the Engineer Department was made, one year since, the Eastern Division of the Pennsylvania Rail Road was completed with a branch to Hollidaysburg, and fifty-four miles of the Western Division, together with a branch to Blairsville. It was then anticipated that the remainder of the Western Division, which as originally arranged included eighty-seven sections from Pittsburgh to the Portage Viaduct, would be completed during the year 1852. This has been accomplished. A section of five miles from Conemaugh to the Portage Viaduct, was opened in April; seventeen miles from Brinton's to Rodebaugh's, in July; and the remaining ten miles from Rodebaugh's to Beatty's in December. Eighty-six miles of the Western Division are now in use.



The portion of the road originally designated the Mountain Division, but subsequently annexed to the Western Division, including thirty-one miles from the Portable Viaduct to Altoona, is the only part unfinished. For this distance, which was the last part put under contract, we are still compelled to use the Portage Rail Road, which causes much delay and inconvenience. Of its ten inclined planes, however, one has been avoided by our own road, and two by the portion of the new State road now in use. The remaining seven will continue to obstruct the way until the completion of our last link, which will, I hope, be accomplished in the autumn of the present year.

The Western Division of the Pennsylvania Rail Road, commences at the junction of the Allegheny and Monongahela rivers, in the City of Pittsburgh, and traverses the entire extent of the City through Liberty street; then ascending the valley of Two Mile Run, it crosses the table land upon which East Liberty and Wilkinsburg are situated, passing through those villages, and reaches Turtle creek near Brinton's mill. It then follows the valley of Turtle creek to its junction with Brush creek, and up the latter stream to its extreme head, at Barelay's summit, where a tunnel four hundred and fifty feet long, with massive portals of rock range work masonry, and a brick arch, carries the road through to the waters of Sewickly.

Brush creek is extremely crooked, and there is much expensive work upon it. Besides numerous alterations of its channel, the stream is crossed fourteen times by bridges and culverts, gradually diminishing from three spans of twenty-five feet to one of twenty feet, all having arches of stone. The rock cuts are also very heavy. The most costly Section was No. 18; it crosses Brush creek five times by culverts, each having two arches of twenty-five feet, and has four heavy rock cuts, of which three are thorough.



|                        |             |   |   |        |                |
|------------------------|-------------|---|---|--------|----------------|
| It contained of Earth, | -           | - | - | 27,496 | cubic yards.   |
| “                      | Loose Rock, | - | - | -      | 39,875 “       |
| “                      | Solid Rock, | - | - | -      | 205,829 “      |
| “                      | Masonry,    | - | - | -      | 8,806 perches. |

The cost of the Section was, \$184,710.

From Barclay's Summit, the road follows an eastward course, encountering a succession of heavy work unparalleled in Pennsylvania, across the head waters of Sewickly and Crabtree to the head of Fourteen Mile run, which is followed to the Loyalhanna. In this distance there are two more tunnels, one of three hundred feet in solid lime-stone rock under the town of Greensburg, and one of six hundred and fifty feet through sand rock, between the Crab Tree and Fourteen Mile run. There is a deep cut on Section 36, between Sewickly and Crab Tree, twenty-six hundred feet long and seventy-four feet deep, and high embankments and deep rock cuttings alternate through a distance of ten miles, from Sections 31 to 40.

At Latrobe, the Loyalhanna is crossed by a substantial stone bridge, having three segmental arches of forty-five feet span and ten feet rise. It is built obliquely to the stream, the skew being produced by constructing each vault of four ribs, which are right arches five and a-half feet wide; these ribs overlap each other two feet.

On leaving the Loyalhanna, the road ascends Sauxman's run to Sindorff's summit, encountering heavy cuttings and embankments, on Sections 44, 45 and 46; it then follows the western slope of the Chestnut ridge, along the valley of Magee's run, and approaching the Conemaugh, keeps a high level around a formidable bluff, known as the Packsaddle rocks, immediately afterwards crossing a ravine by an embankment one hundred and ten feet high.

From this place it descends gradually through the mountain gap to Bolivar, where Tub Mill creek is crossed by a stone bridge of

two arches of thirty feet, and continues up to Johnstown, in the valley of the Conemaugh, the southern bank being occupied to the vicinity of Johnstown, where the river is crossed by an iron bridge of five arches of seventy feet span, resting on piers and abutments of stone.

The valley of the Little Conemaugh is pursued from Johnstown eastward, being the same which the Portage Rail Road occupies. The work is not difficult to the viaduct, except Section 84, where there is a thorough cut of rock one hundred and ten feet deep, through the staple bend of the Conemaugh, the same which the Portage Rail Road passes by a tunnel.

Upon the same section is an excellent double track iron bridge, forty-five feet high, having two spans of sixty feet. At the Portage Viaduct the two rail roads unite for the present, and our line is so arranged that a new bridge may be built adjoining that of the State, if it shall be found advisable hereafter.

The final estimates for graduation and masonry on the eighty-seven sections from Pittsburgh to the Portage Viaduct, are all made out, and with a few exceptions are settled and paid. The ballasting, cross ties, superstructure, etc., etc., are also completed, and nearly all paid for.

Of the whole distance from Pittsburgh to the viaduct—86 miles—62 miles are graded for a double track, and all masonry of culverts and bridges are prepared for a double track. Fourteen miles of double track and sidings are laid.

Convenient station-houses for passengers and freight have been erected at most of the points where they are required, but in some instances temporary structures have been erected for the present. A brick engine-house, with seven stalls, capable of three-fold extension, has been erected at Conemaugh, and smaller buildings, for the same purpose, at Latrobe and Blairsville.

At Pittsburgh—where a large amount of repairs to cars and en-

gines will be necessary, and where sidings on an extensive scale will be required, not only for making up trains, but for storing cars at seasons when business is light—an exceedingly valuable and convenient property has been obtained for the outer depot, extending from Ferguson to Liberty street, and about half a mile in length. A considerable sum has been expended in graduation and sewerage, upon this ground, so as to make it fully available for the objects in view, and the shops and other buildings have been planned on a scale commensurate with these objects. The general surface of the ground being lower than the grade of the road by about eight feet, has made the foundations of these buildings costly. The engine-house is polygonal, 274 feet in exterior diameter, and arranged to accommodate 44 locomotives and tenders. The interior polygon is 154 feet in diameter, and there is a turn-table in the centre large enough to turn an engine with its tender. The foundations of the whole building are *in*, and enough of the house built to accommodate 23 engines. The exterior circumference is of brick, and the interior of cast iron; the roof of slate. The building is lighted with gas, and heated by air furnaces; and hydrant water is introduced into each stall.

The shops now erected are ultimately intended to be used for cars *only*, though for the present they will serve for engine repairs also. They consist of a three-story building, 70 feet square, with a basement, in which the engine and boiler for driving the machinery are placed; a car-shop, 204 feet by 70 feet, in a single room, without columns, with a loft above, of the same size, for light wood-work. There is also a smith-shop, 40 by 80 feet. The engine stack is 110 feet high, of ornamental proportions, and the smoke from the forges, also, is carried off by it. A convenient building for offices has been commenced. These shops form about one-third of the original design contemplated for this place, and can be ex-

tended to meet the Company's exigencies hereafter. All the buildings are of brick, with slate roofs.

Convenient and ornamental buildings, for the accommodation of freight and passengers, are designed to be erected at Pittsburgh, and admirable sites have been secured for them, but difficulties not yet entirely removed have hitherto prevented their construction, and arrangements of a temporary character are resorted to for the present.

The portion of the road remaining unfinished between the viaduct and Altoona is now progressing rapidly. Nearly one half of the road-bed will be completed in the coming spring, and the remainder in the autumn.

The most formidable work on the route is the Summit Tunnel through the Alleghany Mountain. Its length is 3,570 feet, and it has been driven from both ends, and from three working shafts, two of which are 200 feet deep. Steam engines were required at all the shafts; and at the middle one the water was so abundant that an engine of 16 horse power, first erected, was entirely insufficient, and a powerful lifting and pumping engine, of 50 horse power, was resorted to. Daylight has now shone through the tunnel, the headings having been joined throughout, proving the accuracy of the under-ground workings. A four feet vein of coal is found in the tunnel; and this, with the fire-clay and perishable shales, furnish a roof of a treacherous character. From present appearances, about half a mile of the tunnel will require arching. Stone is preparing for the abutments and portals, and experiments have been made of the clay of the vicinity, from which it is apparent that good bricks can be made from it. It is intended to commence their manufacture in the spring, on a large scale, and we are sinking a fourth shaft, to facilitate the operations of the masons and bricklayers.

Between the Portage Viaduct and the Summit Tunnel our road crosses the Portage road and the Little Conemaugh repeatedly, by

bridges, for the purpose of reducing distance and saving curvature. The masonry of these bridges is nearly finished, and their iron superstructures will be built at the Company's Altoona shops, during the winter and spring. The graduation for this distance offers no peculiar difficulties, except Sections 90, 94, and 104. The latter is a very difficult section.

East of the Summit most of the work is heavy, and the rock cuttings, embankments and culverts at Kittanning point are especially formidable. I think that all our difficult work is in the hands of energetic and experienced contractors, who appear to be determined to push it through to completion as rapidly as possible.

The location of the extension of the Blairsville branch to Indiana has been completed, and it will be ready for contract in the spring. The graduation can be completed in 1853.

Surveys for the Uniontown branch have been in progress for several months, and the locations have been commenced. The region embraced between the Pennsylvania Railroad and Uniontown is more difficult than was anticipated, and much choice of ground exists. It has been necessary, therefore, to survey several routes, some of which terminate at Greensburg and some at Latrobe. The investigations have not proceeded far enough to warrant a decided expression of opinion as to the best route, but it is not doubted that an eligible line can be obtained to connect at either of the points named.

With the Eastern Division of the road from Altoona to Harrisburg, and with the Hollidaysburg branch, I have had very little to do. My appointment as Chief Engineer not having been made until that part of the road was in use, the expenditures on account of its construction since that time have not passed through my books, but through the Resident Engineers directly to the Treasurer. The same has been the case with the iron rails and spikes for the Western Division, the contracts and estimates for a large part of them

having been made by others. I apprehend that these items cannot be correctly proportioned between the divisions, as those intended for the West were frequently stopped *in transitu*, when wanted east of the mountain. On the part of the road from Johnstown to Altoona, the graduation, masonry and bridge superstructures are all prepared for a double track throughout, in the first instance. The tunnels, rock-cuttings, most of the masonry, and a large amount of earth-work on the remainder of the road, east and west of the mountain, are also double ; and under the resolutions of the Board a commencement has been made towards doubling the remainder of the road. By vigorous operations I think that nearly the whole road may be graded for a double track during the present year, and seventy miles of the superstructure laid. This is as much iron as Reeves, Abbott & Co. can furnish under their contract, in addition to the rails for the mountain. The remainder of the second track can readily be completed next year.

Contracts for grading the double track have been made at many important points, and I had anticipated using the first track to a considerable extent in constructing the second. Where long hauls are required, there would be much economy in this process, but I see no mode in which it can be arranged except by such an organization as would place both Engineer and Transportation Department under one head. Intending shortly to leave the service of the Pennsylvania Rail Road Company, and having no personal views in the matter, I beg leave to suggest this for the consideration of the Board. The character of the gradients and curvatures of the road have been already explained in former reports from this Department, and little need now be said in regard to them. The saving of a foot in distance has been valued at ten dollars, and of a degree of curvature at fifty dollars ; making fifty-two thousand eight hundred dollars for a mile, and eighteen thousand dollars for a circle of curvature. The maximum gradients are relieved in curves at the rate of



at least two-hundredths of a foot for each degree of deflection upon a chord of one hundred feet. This for a curve of nine hundred and fifty-five feet radius would reduce our maximum gradient of fifty-two and eight-tenths feet per mile to forty-six feet and forty-six one hundredths feet per mile. The above rules are of course empirical, but they contain the approximate results of experience. On the subject of curvatures, a series of well-arranged experiments with working trains and different kinds of engines, to ascertain the retardation on different radii, is greatly needed. The western end of the Pennsylvania Road between East Liberty and Pittsburgh, (where our maximum gradient occurs of one in one hundred on tangents, regularly relieved at the rate of twenty-three thousandths feet per degree, with a great variety of curves,) affords an excellent opportunity for experiments which I hope will be made by a careful and judicious observer.

Much erroneous information has been uttered in regard to equation of distances as connected with the aggregate rise and fall upon a rail road, but no results, even approximately correct, can be deduced therefrom, unless in addition to the amount of rise and fall, *the rates of ascent and the arrangement of gradients also enter as elements into the calculations.* In these respects the Pennsylvania Rail Road will be found particularly favorable. The long stretch of light gradients from Altoona to Harrisburg can be worked as if there were no steep gradients on any part of the line. From Altoona westward, the power will have to be doubled, two engines taking the train which one has delivered at that point. Upon nine and a half miles near Altoona, the heavy gradient on the eastern slope of the Alleghany mountain will require further aid, and this will be furnished either by the engine which has just brought the train to Altoona, or by a heavy bank-engine, kept for the purpose, and plying between that point and the summit.

For the present, the whole Western Division, from the summit of

the Alleghany Mountain to Pittsburgh, will be worked as if the ruling gradient throughout were 52 8-10 feet per mile; but when the trade increases, full advantage can be taken of the fact, that from Sindorff's Summit to Conemaugh Station, 35 miles, no gradient higher than 26 4-10 feet per mile is encountered.

The favorable results obtained from the use of bituminous coal in the engines, and the abundant supply of this fuel along the whole extent of the Western Division, are most important and significant facts. I have already mentioned that there is a four feet coal vein in the Summit Tunnel. In the tunnel at Barclay's Summit there is another of thirteen feet, and in the deep cuts on Sections 36 and 39 there is a vein of eight feet. Indeed I may say on this point, briefly, that good coal can be delivered at the stations, for 100 miles, for seventy cents per ton; at which price it is cheaper than wood delivered on the road gratis.

It only remains for me to state the expenditures made under my direction, and the estimated cost yet required for the completion of the single track; and also the estimated cost of the completion of the whole road with a double track, which your Board have most wisely determined upon. It will be needed before you can possibly have it prepared.

It is necessary to remark that some of the sections have overrun the estimates very much, many reasons combining to produce this result. The great magnitude of the work, and the vigor with which it has been pushed, involving the necessity of driving a number of the heaviest sections by night since December 1, 1851; heavy springs of water in the deep rock cuts; high prices of labor and provisions; hill slips and bank slides, have been fruitful sources of additional and unexpected expense. Nevertheless, the cost of the road completed, with a double track and outfit, will not exceed the estimate made last year.



*Statement of Expenditures, Western Division, Pennsylvania Railroad, Pittsburgh to Altoona.*

JANUARY 1, 1853.

|                                                                                             | Work Done.            | Paid.                 |
|---------------------------------------------------------------------------------------------|-----------------------|-----------------------|
| Engineering, - - - - -                                                                      | \$82,873 09           | \$82,873 09           |
| Rod, Chain and Axe-men, - - -                                                               | 56,326 88             | 56,326 88             |
| Instruments, Office Rent, and Fuel, -                                                       | 5,223 02              | 5,223 02              |
| Stationery and Printing, - - -                                                              | 2,557 23              | 2,557 23              |
| Incidentals, - - - - -                                                                      | 4,146 55              | 4,146 55              |
| 1. Engineering Expenses, - - -                                                              | <u>\$151,126 77</u>   | <u>\$151,126 77</u>   |
| 2. Graduation and Masonry, -                                                                | <u>\$3,229,347 00</u> | <u>\$3,120,151 90</u> |
| Bridge Superstructures, including Road and Farm, as well as Railroad Bridges of wood, - - - | \$14,775 37           | \$14,775 37           |
| Iron Bridge Superstructures, - -                                                            | 18,724 09             | 18,724 09             |
| Trestle " " - -                                                                             | 2,234 69              | 2,234 69              |
| 3. Bridge Superstructure, - - -                                                             | <u>\$35,734 15</u>    | <u>\$35,734 15</u>    |
| Ballasting, - - - - -                                                                       | \$170,823 17          | \$169,551 74          |
| Cross Ties, - - - - -                                                                       | 99,839 84             | 98,096 52             |
| Road Superstructure, - - - -                                                                | 58,643 41             | 58,070 30             |
| Spikes and Bolts, - - - - -                                                                 | 10,746 52             | 10,714 52             |
| Chairs and Fastenings, - - - -                                                              | 16,647 72             | 16,597 92             |
| Iron Rails, - - - - -                                                                       | 83,595 28             | 83,595 28             |
| Ground Sills, - - - - -                                                                     | 5,536 15              | 5,536 15              |
| Road Cars, - - - - -                                                                        | 10,866 44             | 10,866 44             |
| 4. Superstructure of Road, - - -                                                            | <u>\$456,698 53</u>   | <u>\$453,028 87</u>   |

Iron Rails, from Safe Harbor and Danville ; Chairs, from Lewistown ; Turn-Tables, Frogs and Switch-Irons, from Harrisburg, are not included in the above account.

|                                        | Work Done.          | Paid.               |
|----------------------------------------|---------------------|---------------------|
| Real Estate, - - - - -                 | \$ 5,318 95         | \$ 5,318 95         |
| Station and Ware Houses, - - -         | 81,024 24           | 79,509 39           |
| Wells, Pumps, and Tanks, - -           | 13,890 94           | 13,799 62           |
| Machine Shops and Engine Houses, - - - | 69,040 20           | 63,777 11           |
| 5. Buildings, &c., - - - - -           | <u>\$169,274 33</u> | <u>\$162,405 07</u> |
| Locomotive Engines, Freight and        |                     |                     |
| Charges, - - - - -                     | \$ 475 74           | \$ 475 74           |
| Passenger Cars, do. - -                | 628 25              | 628 25              |
| Freight, do. - -                       | 5,053 18            | 5,053 18            |
| Right of Way, - - - - -                | 850 00              | 850 00              |
| Legal Expenses, - - - - -              | 33 97               | 33 97               |
| Machinery for Shops, - - - - -         | 21 47               | 21 47               |
| 6. Sundry Accounts, - - - - -          | <u>\$7,062 61</u>   | <u>\$7,062 61</u>   |

*Recapitulation.*

|                               | Work Done.            | Paid.                 |
|-------------------------------|-----------------------|-----------------------|
| 1. Engineering, &c., &c., - - | \$151,126 77          | \$151,126 77          |
| 2. Graduation and Masonry, -  | 3,229,347 00          | 3,120,151 90          |
| 3. Bridge Superstructure, - - | 35,734 15             | 35,734 15             |
| 4. Road do. - -               | 456,698 53            | 453,028 87            |
| 5. Buildings, &c., &c., - - - | 169,274 33            | 162,405 07            |
| 6. Sundry Accounts, - - -     | 7,062 61              | 7,062 61              |
| Total, - - - - -              | <u>\$4,049,243 39</u> | <u>\$3,929,509 37</u> |

The above statements show the accounts as they stand in the books of the Engineer Department, Western Division, Pennsylvania Railroad.

## ESTIMATED COST OF WHOLE ROAD, INCLUDING DOUBLE TRACK.

| DIVISIONS.                                                                                                                        | NAME OF ACCOUNT.                                                | Last Estimate. | Present Estimate | Amount Paid. | Total Estimated Cost. |
|-----------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|----------------|------------------|--------------|-----------------------|
| Eastern Division, including Hollidaysburg Branch.                                                                                 | Graduation and Superstructure, . . . . .                        | 3,660,000 00   | 3,660,000 00     | 3,660,000 00 |                       |
|                                                                                                                                   | Engineering, . . . . .                                          | 145,000 00     | 145,000 00       | 145,000 00   |                       |
|                                                                                                                                   | Damages and Real Estate, . . . . .                              | 245,000 00     | 245,000 00       | 245,000 00   |                       |
|                                                                                                                                   | Totals.                                                         | 4,050,000 00   | 4,050,000 00     | 4,050,000 00 | 4,050,000 00          |
| Mountain Division, Altoona to Stone Viaduct, A. P. R. R.                                                                          | Graduation and Superstructure, . . . . .                        | 2,020,000 00   | 2,300,000 00     | 925,000 00   |                       |
|                                                                                                                                   | Engineering, . . . . .                                          | 45,000 00      | 45,000 00        | 30,000 00    |                       |
|                                                                                                                                   | Damages and Real Estate, . . . . .                              | 35,000 00      | 35,000 00        | 25,000 00    |                       |
|                                                                                                                                   | Totals.                                                         | 2,100,000 00   | 2,380,000 00     | 980,000 00   | 2,380,000 00          |
| Western Division, including Blairsville Branch.                                                                                   | Graduation and Superstructure, . . . . .                        | 3,175,000 00   | 3,225,000 00     | 2,973,130 28 |                       |
|                                                                                                                                   | Engineering, . . . . .                                          | 115,000 00     | 115,000 00       | 108,000 00   |                       |
|                                                                                                                                   | Damages and Real Estate, . . . . .                              | 110,000 00     | 110,000 00       | 98,586 80    |                       |
|                                                                                                                                   | Totals.                                                         | 3,400,000 00   | 3,450,000 00     | 3,179,717 08 | 3,450,000 00          |
| <b>Total Cost of Road, . . . . .</b>                                                                                              |                                                                 |                |                  |              | 9,880,000 00          |
| Outfit for all the Divisions, required as soon as the Mountain Division is completed, and previously.                             | Workmen's Houses, . . . . .                                     | 40,000 00      | 40,000 00        | 27,789 59    |                       |
|                                                                                                                                   | Machine and Engine Houses, . . . . .                            | 125,000 00     | 200,000 00       | 188,333 90   |                       |
|                                                                                                                                   | Station Warehouses, . . . . .                                   | 235,000 00     | 250,000 00       | 160,614 22   |                       |
|                                                                                                                                   | Road Cars, . . . . .                                            | 25,000 00      | 25,000 00        | 21,753 99    |                       |
|                                                                                                                                   | Passenger Cars, . . . . .                                       | 160,000 00     | 200,000 00       | 182,484 63   |                       |
|                                                                                                                                   | Freight Cars, . . . . .                                         | 725,000 00     | 725,000 00       | 469,331 77   |                       |
|                                                                                                                                   | Locomotives, . . . . .                                          | 580,000 00     | 580,000 00       | 311,670 99   |                       |
|                                                                                                                                   | Shop Machinery, . . . . .                                       | 65,000 00      | 80,000 00        | 66,313 67    |                       |
|                                                                                                                                   | West Philadelphia Shops and Sidings, . . . . .                  | 25,000 00      | 25,000 00        | 24,431 15    |                       |
|                                                                                                                                   | Shops, Sheds, &c., on Harrisburg and Lancaster R. R., . . . . . | 10,000 00      | 10,000 00        | 5,787 46     |                       |
|                                                                                                                                   | Totals.                                                         | 2,000,000 00   | 2,145,000 00     | 1,458,514 37 | 2,145,000 00          |
| Amount, . . . . .                                                                                                                 |                                                                 |                |                  |              | 12,025,000 00         |
| Interest Account, . . . . .                                                                                                       |                                                                 |                |                  |              | 450,000 00            |
| Total Cost of Single Track and outfit, including additional Machinery required on the opening of the Mountain Division, . . . . . |                                                                 |                |                  |              | 12,475,000 00         |
| <b>DOUBLE TRACK.</b>                                                                                                              |                                                                 |                |                  |              |                       |
| Harrisburg to Altoona.                                                                                                            | Graduation, Superstructure, Engineering, &c., &c.               |                | 1,805,000 00     | 63,567 50    |                       |
|                                                                                                                                   | Graduation, Superstructure, Engineering, &c.                    |                | 1,920,000 00     | 559,431 53   |                       |
| Altoona to Pittsburg.                                                                                                             | Totals.                                                         | 3,600,000 00   | 3,125,000 00     | 622,998 83   | 3,125,000 00          |
| Total Cost of whole Road with Double Track, including outfit. . . . .                                                             |                                                                 |                |                  |              | 15,000,000 00         |
| Being the same as was estimated one year ago.                                                                                     |                                                                 |                |                  |              |                       |

I am under many obligations to the members of the Engineer Corps, who have assisted me so faithfully in the construction of the road. Many have been trained upon it for future usefulness, and I believe eminence in their profession. I would name as deserving of particular credit for their excellent conduct and attention to their duties, my principal assistants, Messrs. O. W. Barnes, G. W. Leuffer, Thomas Seabrook, and Strickland Kneass. These gentlemen are all still in the Company's service, having been employed upon the road from the commencement of the surveys; and upon retiring myself from that service, it is a matter of congratulation that I can leave your interests in such faithful and competent hands. Three of my former principal assistants, Messrs. Israel Pemberton, T. H. Dupuy, and R. W. Clarke are now usefully employed on other important roads. Mr. Edmund Smith has been a very useful and faithful assistant in my office. His entire familiarity with all the accounts of the Department, and modes of transacting its business, will be very useful to my successor.

In conclusion, permit me to express my thanks to the Board of Directors, and especially to yourself, for the uninterrupted kindness and confidence with which I have been honored during our business connections, of which I shall always cherish grateful recollections. I pray that God may speed you in the noble work which now rapidly approaches completion, and already begins to afford some earnest of its future success. I feel no doubt that it will, when completed, afford the best reward to those who have labored so long in its construction, by pouring a tide of wealth in the lap of the fair city which we all love, "Dear Old Philadelphia."

With great respect,

EDWARD MILLER,

*Chief Engineer.*

# REPORT

OF THE

## SUPERINTENDENT OF TRANSPORTATION.

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Transportation Department, Penna. R. R.,

Altoona, January 1st, 1853.

To the President and Directors of the  
Pennsylvania Rail Road Company.

GENTLEMEN :—The Annual Report of the Transportation Department, for the year ending December 31st, 1852, is herewith respectfully submitted :

### THE TOTAL RECEIPTS FROM ALL SOURCES, VIZ :

|                                                |  |                      |
|------------------------------------------------|--|----------------------|
| From Transportation of Freight, Motive Power   |  |                      |
| Tolls, and Tolls on Individual Cars, - -       |  | \$780,892 19         |
| From Passengers on Penna. R. R. and connecting |  |                      |
| lines, - - - - -                               |  | 987,328 75           |
| From Emigrants, - - - - -                      |  | 93,511 68            |
| From Adams & Co.'s Express, - - -              |  | 34,473 75            |
| Amount carried forward,                        |  | <hr/> \$1,896,206 37 |

|                                                |   |   |   |                       |
|------------------------------------------------|---|---|---|-----------------------|
| Amount brought forward,                        |   |   |   | \$1,896,206 37        |
| From Mails,                                    | - | - | - | 43,469 94             |
| From Rents (Foremen's Houses),                 | - | - | - | 726 50                |
| From Depot Building, Eleventh and Market Sts., |   |   |   | 2,425 00              |
| From Mountain House,                           | - | - | - | 1,000 00              |
| Amount to                                      |   |   |   | <u>\$1,943,827 81</u> |

THE TOTAL EXPENSES ARE AS FOLLOWS, VIZ:

|                                       |   |   |                            |
|---------------------------------------|---|---|----------------------------|
| Motive Power,                         | - | - | \$156,499 85               |
| Conducting transportation,            |   |   | 1,032,018 86               |
| Maintenance of Way,                   | - | - | 87,841 65                  |
| Maintenance of Cars,                  | - | - | 50,441 58                  |
| <hr/>                                 |   |   |                            |
| Amounting to,                         | - | - | <u>\$1,326,801 94</u>      |
| Leaving a balance of Nett Receipts of | - | - | <u><u>\$617,025 87</u></u> |

Cost of the whole average length of road in use for 1852, with equipments, - - - - - \$8,000,000.

Net profits, equal 7.74 per cent. on cost of road in use, and its equipments.

Detail statements, exhibiting each item of expense, will be found in accompanying documents, marked as follows, viz :

Conducting Transportation, Passenger Department, Eastern and Western Division.

Conducting Transportation, Freight Department, Eastern and Western Division.

Motive Power, Eastern and Western Division.

Maintenance of Cars, Eastern and Western Division.

Maintenance of Way, Eastern and Western Division.

Construction and Equipment, (in connection with Transportation Department,) Eastern and Western Division.

Columbia Rail Road Line.

Phoenix Line.

Alleghany Portage Rail Road Line.

Also a balance sheet of the whole transactions during the year, as follows :

Road and shop stock on hand January 1st, 1853, \$81,690 52.

| DR. TRANSPORTATION DEPARTMENT.             |                | TRANSPORTATION DEPARTMENT. CR.                                    |                |
|--------------------------------------------|----------------|-------------------------------------------------------------------|----------------|
| To Stock on hand Jan-<br>uary 1st, 1852, - | \$36,486 16    | By Motive Power Ex-<br>penses, -                                  | \$156,499 85   |
| To amount of Bills dur-<br>ing 1852, -     | 1,767,827 13   | By Conducting Trans-<br>portation Expenses, -                     | 1,032,018 86   |
| To amount of Pay Rolls, -                  | 401,375 02     | By Maintenance of Way<br>Expenses, -                              | 87,841 65      |
| To amount of Receipts, -                   | \$1,943,827 81 | By Maintenance of Car<br>Expenses, -                              | 50,441 58      |
| Total, -                                   | \$4,149,516 12 | By Labor and Materials<br>to individuals and cor-<br>porations, - | 2,582 91       |
|                                            |                | By Road and Shop Stock<br>on hand Jan. 1, 1853, -                 | 81,690 62      |
|                                            |                | By amount chargeable<br>to Construction and<br>Equipment, -       | 794,612 84     |
|                                            |                | By Receipts, -                                                    | 1,943,827 81   |
|                                            | \$4,149,516 12 | Total, -                                                          | \$4,149,516 12 |

Under the new organization, which went into operation December 1st, 1852, the Report of George R. Mowry, First Assistant, containing a condensed statement of the Maintenance of Way Department, and the Report of Enoch Lewis, Second Assistant, containing a condensed statement of the Motive Power Department, is also presented.

The Third Assistant, T. A. Scott, Esq., having been placed in charge of the Western Division, including the Alleghany Portage, since the opening of the Western Division in December last, no detail statements could be made, his services having been fully taxed in arranging and perfecting our plan of operations at Pitts-



burgh, and on the line of road. The Fourth Assistant, A. L. Roumfort, also came into office under the new organization, December 1st, 1852. His time has also been fully occupied with the detail of business connected with the Transportation Department, and in arranging and perfecting an organization by which we hope to secure greater security in the transmission of baggage, as well as to retain unclaimed baggage until claimed by its rightful owner. Condensed statements, containing much valuable information, are also presented from the Chief Clerk of the Freight Department, the General Ticket Agent, and the Chief Clerk of Motive Power Department.

During the greater portion of the year, the operations of the road, were conducted under the direction of H. Haupt, late General Superintendent, whose ability and success, the results of the present and preceding year's operations abundantly testify, and to whom no one will more readily than your present Superintendent award all the credit it may receive.

The new organization has given evidence of its being well adapted to the wants of the road; the Assistants have entered upon their duties with a zeal that gives assurance that the interests of the Company and the reputation of the road are as much a matter of pride with them as it has heretofore been with your Superintendent under the old organization.

The services of faithful and efficient men to carry out the detail of rail road management, is of such vital importance, that I should do injustice to my own feelings, as well as to those who have been entrusted with them on your road, during the past year, did I not commend them to you as worthy of the confidence placed in them; they having, with few exceptions, carried out their instructions with zeal and fidelity.

HERMAN J. LOMBAERT,  
*Superintendent.*



# REPORT

OF THE

## FIRST ASSISTANT SUPERINTENDENT.

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Altoona, December 31st, 1852.

H. J. LOMBAERT, Esq.,

Superintendent of the Pennsylvania Rail Road.

SIR: The following Report of the operations of the Maintenance of Way Department, Eastern Division of the Pennsylvania Rail Road, during the year 1852, and the condition of the Road, Bridges, and Buildings, at the present time, is respectfully submitted.

### ROAD BED.

During the year, the ditches have been well cleaned out and widened, where they were not of sufficient capacity; the side-hills, which were likely to slip, have all been excavated further back, or where that method was too expensive, protection-walls have been built to catch the stone or earth which may become loose; there are but few points left that can give much trouble; these cannot be improved, unless at an extraordinary expense. The slip-rock near Mexico, and the loose rocks in Jack's Narrows, are the worst points of this nature, and have to be watched closely. This is the only remedy we have to protect the passing trains from accident.

### BALLAST.

The ballasting of the whole road has during the year been well filled; from Harrisburg to the Susquehanna Bridge, is ballasted

with gravel; from the Susquehanna Bridge to Altoona, is ballasted with broken stone, and the Branch Road, from Altoona to the intersection, with gravel.

#### CROSS-TIES.

Many of the cross-ties in the gravel ballast, required removal; those embedded in stone ballast, are yet sound; but few of those will require removal, the following season. The stringers on which the rails of the Branch Road are laid, are giving away rapidly; where the spikes enter the stringer, there is not timber sufficient on the outside of the rail to hold the spikes securely. This part of the road is now in excellent order; many of the defective stringers have been taken out, and sound ones substituted.

#### IRON RAILS AND CHAIRS.

The iron rails stand the traffic of the road well; some few of them have shown a disposition to peel; these have been taken up, and placed in the sidings, and sound rails put in their place; the chairs are all good, none being broken from the use of the road; many were broken at the time of laying the track; these are being changed for sound ones, as fast as necessary, for safety.

#### SIDINGS.

During the year, two new side tracks have been put in at Harrisburg;—a connection has been made with the Dauphin and Susquehanna Rail Road, at the Susquehanna Bridge, which answers for a passing place—a new siding at Mifflin—one in Lewistown Narrows—one at Anderson's—one at Manayunk—one at Baree—one at Birmingham—one at Lower Tyrone—one at Kratzer's Bridge—and one at Tipton. These are all connected with the main track by regular switches. There is a private siding at Perryville, one at

Union Furnace, and one at Martin Bell's; the private sidings at Blair Furnace, and at the brick yard on the Branch Road, are out of use.

#### BRIDGES.

The bridges are all in good order; the wooden bridges have all been painted with fire-proof paint; watchmen are stationed at all bridges of importance, who make a thorough examination of them daily; the foremen of the track are also required to make frequent examinations; the supervisors, as well as myself, examine them as often as possible.

#### BUILDINGS.

There are 17 foremen's houses finished, 3 foundations in, and 7 more framed, ready to put up, when suitable locations can be procured. The warehouses are in good order; the floors of the Lewistown warehouse, from the accumulation of freight, showed indications of weakness; it was promptly repaired and strengthened; Foundations for new warehouses at Newton Hamilton and Tyrone City are in, and the buildings will be ready for business early in the spring. A new passenger station has been erected at Tyrone City, which will be ready as soon as the weather is suitable for plastering. Wood-sheds, capable of holding from 600 to 1000 cords of wood, have been erected at the Cove, Baily's, Millerstown, Thompsontown, McVeytown; one  $1\frac{1}{2}$  miles below Huntingdon, Warren Ridge, Spruce Creek, and at Tyrone. A new water-station has been erected, with a ram attached, at the intersection; this will save the expense of pumping.

#### WOOD.

There has been a full supply of wood on hand during the season. There is at least six months supply piled along the road and in the

sheds; the prices paid vary from \$1 50 to \$2 per cord; when delivered along the road, \$1 50 to \$1 62½ per cord, is the price paid; when delivered in the station-yard, \$1 75 has been the regular price, except at Huntingdon, where \$2 has been the price paid, delivered in the yard.

As a general thing, the road is stocked with a faithful, attentive, and industrious set of men—men selected after a long trial; the past year's operations show that their duties have been well attended to. The supervisors are well acquainted with their business, and have shown an interest in the road and their own reputation, such as to secure the confidence of their superior officers.

GEORGE R. MOWRY,  
*Resident Engineer.*

# REPORT

OF THE

## SECOND ASSISTANT SUPERINTENDENT.

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Altoona, December 31st, 1852.

H. J. LOMBAERT, Esq.,  
Superintendent of the Pennsylvania Rail Road.

Herewith is transmitted the Report of the Chief Clerk of the Motive Power Department, exhibiting the number of Engines, their Mileage, and the Motive Power Expenses during the past year; also the Report of the Car Inspector.

Since last report, there have been 17 new engines placed upon the road, viz :

Six 25 ton Freight Engines.  
Four 19 “ “ “  
Five heavy Passenger Engines.  
Two 18 ton “ “

The opening of the Western Division, and the increase of freight business, have given full employment to the additional engines, and we are now working up to the full extent of our power.

The repairs of engines running on the Eastern Division of the Pennsylvania Rail Road, and on the Harrisburg and Lancaster Rail Road, are done at the Company's shops at Patterson and Harrisburg.

The repairing of cars, which was formerly done at Harrisburg, is now done at Altoona, where arrangements are partially perfected; and the introduction of more tools and machinery at that point, will

enable us to proceed rapidly with the building of new cars and duplicate parts of locomotives. The foundry there is in full operation, making the castings for all our shops, except the West Philadelphia Repair Shop.

On the Western Division, the business of the road has increased much more rapidly than the facilities for repairing engines and cars. Such repairs as could not be made at the Company's shop at Conemaugh, have necessarily been done at the establishments of individuals in Pittsburgh. The shops at Pittsburgh are rapidly being completed, and there will soon be ample facilities for doing repairs at that point.

Much credit is due to the Foremen of Shops, to the Engineers, and other employees of the Company in this department, for their faithful performance of duty and strict observance of rules, to which is to be attributed in great measure the exemption from serious accidents to trains on the road during the past year.

*STATEMENT of the Number and Description of Cars, the property  
of the Pennsylvania Rail Road Company.*

PASSENGER CARS.

23 wide cars, adapted to Pennsylvania and Harrisburg and Lancaster Rail Roads.

39 narrow cars, adapted to State rail roads.

Of the above, 22 of the wide cars are in service, and one under repairs.

Of the narrow cars, 25 are in good running order, and 7 are inferior. They are old cars, purchased of the old lines on the State roads, and will have to be condemned or rebuilt.

EMIGRANT CARS.

26 eight-wheeled cars, adapted to the whole line of rail road from Philadelphia and Pittsburgh.

Of these, 16 are in good order, and 10 are old cars, purchased from the lines on the State roads, and will have to be condemned or rebuilt.

## FREIGHT CARS.

|     |                  |   |   |   |   |                |
|-----|------------------|---|---|---|---|----------------|
| 586 | Box Burden Cars, | - | - | - | - | 8 wheels each. |
| 106 | do               | - | - | - | - | 4 do           |
| 174 | Open Stock do    | - | - | - | - | 8 do           |
| 33  | Open Truck do    | - | - | - | - | 8 do           |

Of the above, but four are out of service, except for ordinary repairs. In consequence of damage received from running down Plane No. 8, the four cars will have to be rebuilt.

F. A. DENNING,

*Car Inspector Penna. R. R.*

NOTE.—In addition to these, contracts have been made, and the cars are being delivered by the following parties, viz :

|    |                                |                      |             |
|----|--------------------------------|----------------------|-------------|
| 90 | eight-wheeled Box Burden Cars, | Tomlinson & Co.,     | Pittsburgh. |
| 15 | " " " " "                      | S. S. Fowler & Co.,  | "           |
| 25 | " " " " "                      | Knapp & Wade,        | "           |
| 25 | " " " " "                      | S. H. Smith,         | Johnstown.  |
| 25 | " " " " "                      | G. W. Ilgenfitz,     | York.       |
| 10 | " " " " "                      | Bellmyre & Small,    | "           |
| 5  | " " " " "                      | Phleger, Hess & Co., | "           |
| 25 | " " " " "                      | J. Smedley,          | Columbia.   |
| 50 | " " " " "                      | Murphy & Allison,    | Philad.     |
| 50 | " " " " "                      | Kimball & Gorton,    | do          |

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320 Cars.

At the Altoona shop, materials for 200 eight-wheeled box burden cars are on hand, and will be worked into cars as time and opportunity offers, in connection with repairs and other work.

Respectfully presented,

ENOCH LEWIS,

*Second Assistant Superintendent, Penna. R. R.*



## ANNUAL REPORT, 1852.

# STATEMENT OF RECEIPTS--MONTHLY.

| RECEIPTS FOR CARRYING FREIGHT. |                          |                               | RECEIPTS FOR CARRYING FIRST CLASS AND EMIGRANT PASSENGERS, ADAMS' EXPRESS, MAELS, ETC., FOR YEAR 1852. |                   |                     |                   |                   |                   |                   |                   |                        |                     |                |                |          |
|--------------------------------|--------------------------|-------------------------------|--------------------------------------------------------------------------------------------------------|-------------------|---------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------------|---------------------|----------------|----------------|----------|
|                                |                          |                               | <i>Harrisburg and Lancaster Rail Road.</i>                                                             |                   |                     |                   |                   |                   |                   |                   |                        |                     |                |                |          |
| From Freight Stations          | Tolls on Individual Curs | From H. & L. Co. Motive Power | 1st Class Passengers                                                                                   |                   | Emigrant Passengers |                   | Adams' Express    |                   | Carrying Mails    |                   | First Class Passengers | Emigrant Passengers | Adams' Express | Carrying Mails | TOTAL.   |
|                                |                          |                               | Eastward Division                                                                                      | Westward Division | Eastward Division   | Westward Division | Eastward Division | Westward Division | Eastward Division | Westward Division |                        |                     |                |                |          |
| Jan.                           | \$32,466 41              | 255 15                        | 17,967 01                                                                                              | 6,417 79          |                     |                   | 809 25            | 285 54            | 11,41 66          |                   | 5,227 15               |                     |                | 303 58         |          |
| Feb.                           | 77,111 62                | 455 51                        | 22,268 54                                                                                              | 16,614 91         | 1,006 48            | 1,316 47          | 1,312 00          | 515 11            | 11,41 66          |                   | 6,135 85               | 277 18              |                | 419 68         |          |
| Mar.                           | 11,203 18                | 533 89                        | 17,278 79                                                                                              | 4,076 85          | 24,30 26            | 29,87 84          | 1,507 93          | 587 26            | 11,41 66          |                   | 10,777 13              | 628 84              |                | 472 10         |          |
| April.                         | 7,547 49                 | 438 13                        | 44,824 20                                                                                              | 25,807 66         | 4,103 76            | 21,39 18          | 686 05            | 205 70            | 11,41 66          |                   | 11,209 94              | 768 79              |                | 297 82         |          |
| May.                           | 52,938 42                | 600 65                        | 33,135 47                                                                                              | 21,288 27         | 3,406 63            | 17,34 87          | 686 05            | 205 70            | 11,41 66          |                   | 9,077 35               | 758 04              |                | 297 83         |          |
| June.                          | 33,502 25                | 735 85                        | 27,103 73                                                                                              | 18,283 41         | 4,490 88            | 22,30 10          | 621 81            | 193 28            | 11,41 66          |                   | 7,035 52               | 798 06              |                | 219 35         |          |
| July.                          | 26,590 79                | 763 48                        | 26,224 55                                                                                              | 18,883 05         | 3,959 53            | 18,57 48          | 651 87            | 256 91            | 2300 00           | 1,445 00          | 7,080 34               | 692 55              |                | 212 96         | 600 00   |
| Aug.                           | 57,281 45                | 621 78                        | 30,984 22                                                                                              | 22,776 50         | 3,957 95            | 19,59 49          | 713 22            | 375 41            | 2300 00           | 1,445 00          | 7,392 80               | 647 84              |                | 315 02         | 600 00   |
| Sept.                          | 62,391 02                | 737 32                        | 39,492 87                                                                                              | 28,783 10         | 4,984 88            | 23,73 82          | 1,598 05          | 1,350 21          | 2300 00           | 1,445 00          | 9,693 65               | 723 26              |                | 349 34         | 600 00   |
| Oct.                           | 46,634 54                | 752 47                        | 37,334 28                                                                                              | 26,473 10         | 3,107 42            | 14,41 37          | 1,380 02          | 1,038 26          | 2300 00           | 1,445 00          | 10,731 29              | 509 69              |                | 321 19         | 600 00   |
| Nov.                           | 61,073 80                | 783 81                        | 28,598 79                                                                                              | 21,409 53         | 2,708 54            | 12,55 18          | 1,368 51          | 1,032 84          | 2300 00           | 1,445 00          | 6,371 08               | 449 73              |                | 323 41         | 600 00   |
| Dec.                           | 125,153 04               | 776 74                        | 28,462 52                                                                                              | 16,646 89         | 5,750 42            | 13,06 47          | 2,498 52          | 1,032 84          | 2300 00           | 1,445 00          | 6,518 04               | 401 10              |                | 323 41         | 600 00   |
| Totals                         | 761,901 01               | 7737 18                       | 11,231 90                                                                                              | 37,9472 83        | 251,341 17          | 20,662 22         | 13,833 30         | 7079 12           | 20,049 96         | 8,070 00          | 97,420 14              | 6654 58             |                | 3,905 69       | 3,600 00 |

\* From various sources.



# STATEMENT OF RECEIPTS—Continued.

| RECEIPTS FOR CARRYING FIRST CLASS AND EMIGRANT PASSENGERS, ADAMS' EXPRESS, MAILS, ETC., FOR YEAR 1852. |                   |  |                                |                        |                   |                   |                           |                    |                              |                        |                   |                        |                        |
|--------------------------------------------------------------------------------------------------------|-------------------|--|--------------------------------|------------------------|-------------------|-------------------|---------------------------|--------------------|------------------------------|------------------------|-------------------|------------------------|------------------------|
| Columbia Branch R. R.                                                                                  |                   |  | Columbia Rail Road Line.       |                        |                   |                   | Phoenix Line.             |                    | Allegheny Portage Rail Road. |                        |                   |                        |                        |
| First Class Pas-<br>sengers                                                                            | Carrying<br>Mails |  | First<br>Class Pas-<br>sengers | Emigrant<br>Passengers | Adams'<br>Express | Carrying<br>Mails | First Class<br>Passengers | Carrying<br>Mails. | First Class<br>Passengers    | Emigrant<br>Passengers | Adams'<br>Express | Carry-<br>ing<br>Mails | Sundry<br>Receipts     |
| \$ 634 65                                                                                              |                   |  | 11424 05                       |                        | 623 93            |                   | 1999 83                   |                    | 6471 84                      |                        | 161 61            |                        |                        |
| 717 23                                                                                                 |                   |  | 12645 03                       | 589 16                 | 845 43            |                   | 2353 15                   |                    | 9041 10                      | 228 16                 | 285 84            |                        |                        |
| 1076 56                                                                                                |                   |  | 20561 73                       | 1265 51                | 939 07            |                   | 3630 70                   |                    | 12518 80                     | 525 47                 | 329 52            |                        |                        |
| 2847 76                                                                                                |                   |  | 21256 87                       | 2194 71                | 602 35            |                   | 3688 87                   |                    | 6973 73                      | 794 76                 | 109 72            |                        |                        |
| 1767 21                                                                                                |                   |  | 18890 00                       | 2939 01                | 602 31            |                   | 3559 01                   |                    | 7040 63                      | 666 21                 | 109 72            |                        |                        |
| 961 47                                                                                                 |                   |  | 12848 71                       | 2493 68                | 594 95            |                   | 2501 55                   |                    | 6096 95                      | 808 63                 | 81 25             |                        |                        |
| 1129 14                                                                                                | 79 17             |  | 16163 21                       | 2151 53                | 541 91            | 1183 33           | 2574 75                   | 45 83              | 5272 87                      | 747 82                 | 100 71            | 450 00                 |                        |
| 1443 65                                                                                                | 79 17             |  | 10000 30                       | 2322 71                | 579 90            | 1229 16           |                           |                    | 6935 90                      | 810 10                 | 94 15             | 450 00                 |                        |
| 1345 65                                                                                                | 79 17             |  | 2079 50                        | 1578 37                | 673 04            | 1229 16           |                           |                    | 8574 32                      | 991 67                 | 412 82            | 450 00                 |                        |
| 1198 45                                                                                                | 79 17             |  | 2720 28                        | 1439 43                | 415 64            | 1229 16           |                           |                    | 7590 60                      | 617 65                 | 228 08            | 450 00                 |                        |
| 1074 37                                                                                                | 79 17             |  | 2405 68                        | 1412 70                | 467 44            | 1229 16           |                           |                    | 6187 00                      | 499 74                 | 194 39            | 450 00                 |                        |
| 1012 95                                                                                                | 79 17             |  | 2599 58                        | 1209 10                | 467 44            | 1229 16           |                           |                    | 5775 08                      | 438 91                 | 194 39            | 450 00                 | * 4151 50              |
| 15821 09                                                                                               | 475 02            |  | 134094 84                      | 18985 91               | 7353 41           | 7329 13           | 20697 86                  | 45 83              | 88480 82                     | 7192 12                | 2302 20           | 2700 00                | 4151 50 \$1,943,827 81 |
| Totals                                                                                                 |                   |  |                                |                        |                   |                   |                           |                    |                              |                        |                   |                        |                        |

\* Rent of Foremen's Houses, \$726 50.—Mountain House, \$1000 00—Depot, Eleventh and Market Street, Philad'a, \$2,425 00.—Total, \$4,151 50.

# STATEMENT OF EXPENDITURES—MONTHLY.

| CONDUCTING TRANSPORTATION. |            |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                |                                |                  |                                            |                               |        |
|----------------------------|------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------|--------------------------------|------------------|--------------------------------------------|-------------------------------|--------|
| Motive Power.              |            | Freight Departm't.   |                      |                      |                      | Passenger Departm't. |                      |                      |                      | Maintenance of Way.  |                      |                      |                      | Maintenance of Cars. |                | Columbia<br>Rail Road<br>Line. | Phoenix<br>Line. | Allegheny<br>Portage<br>Rail Road<br>Line. | Amount<br>of Net<br>Receipts. | TOTAL. |
|                            |            | Eastern<br>Division. | Western<br>Division. | Eastern<br>Division. | Western<br>Division. | Eastern<br>Division. | Western<br>Division. | Eastern<br>Division. | Western<br>Division. | Eastern<br>Division. | Western<br>Division. | Eastern<br>Division. | Western<br>Division. |                      |                |                                |                  |                                            |                               |        |
| Jan.                       | \$ 9259 18 | 1297 37              | 7996 90              | 15184 92             | 2546 84              | 1025 49              | 3534 25              | 1266 64              | 2409 88              | 33 06                | 12048 61             | 3496 03              | 3178 09              |                      |                |                                |                  |                                            |                               |        |
| Feb.                       | 11240 04   | 1391 82              | 15733 29             | 27481 92             | 13937 34             | 16056 03             | 3109 20              | 1549 08              | 3215 56              | 74 87                | 12984 15             | 3668 80              | 7684 53              |                      |                |                                |                  |                                            |                               |        |
| Mar.                       | 10504 25   | 1726 11              | 18973 56             | 29190 86             | 18035 82             | 14658 16             | 4108 79              | 4663 83              | 4713 26              | 80 66                | 22180 94             | 4546 94              | 13248 72             |                      |                |                                |                  |                                            |                               |        |
| April,                     | 11013 81   | 1622 65              | 21184 08             | 26234 26             | 13325 57             | 16296 00             | 4902 14              | 4259 77              | 4363 12              | 135 74               | 23517 20             | 3894 10              | 12695 25             |                      |                |                                |                  |                                            |                               |        |
| May.                       | 12277 72   | 1771 51              | 16598 25             | 17345 86             | 10966 80             | 10282 58             | 4935 00              | 3190 37              | 4516 69              | 184 25               | 23382 62             | 3923 10              | 7341 02              |                      |                |                                |                  |                                            |                               |        |
| June,                      | 10503 42   | 1998 77              | 24548 28             | 12595 21             | 9567 83              | 9736 88              | 5028 18              | 2813 95              | 3491 96              | 94 66                | 23900 28             | 3668 58              | 5819 92              |                      |                |                                |                  |                                            |                               |        |
| July                       | 11693 01   | 2274 12              | 22782 38             | 8718 70              | 9750 77              | 8856 58              | 5599 44              | 2924 34              | 3752 88              | 115 43               | 21174 02             | 4788 46              | 6286 55              |                      |                |                                |                  |                                            |                               |        |
| Aug.                       | 9257 28    | 2458 03              | 19584 09             | 17212 23             | 9663 50              | 8335 14              | 5588 18              | 3004 66              | 3613 57              | 232 25               | 16391 61             |                      | 6276 49              |                      |                |                                |                  |                                            |                               |        |
| Sept.                      | 12293 08   | 2279 78              | 21396 24             | 32124 08             | 15780 55             | 11081 90             | 4406 58              | 3077 89              | 4810 60              | 229 25               | 7750 01              |                      | 5835 22              |                      |                |                                |                  |                                            |                               |        |
| Oct.                       | 9936 86    | 2562 28              | 17044 61             | 11561 72             | 10198 31             | 9203 99              | 4012 13              | 2939 47              | 3770 96              | 285 59               | 5130 24              |                      | 10043 21             |                      |                |                                |                  |                                            |                               |        |
| Nov.                       | 9938 90    | 2642 66              | 18116 19             | 14714 31             | 8773 24              | 7392 10              | 3800 62              | 2135 22              | 3936 69              | 238 90               | 10060 87             |                      | 6677 24              |                      |                |                                |                  |                                            |                               |        |
| Dec.                       | 14759 06   | 4351 05              | 48536 24             | 20124 32             | 10597 79             | 6453 94              | 4647 35              | 2322 57              | 5379 99              | 461 76               | 6460 23              |                      | 3930 05              |                      |                |                                |                  |                                            |                               |        |
|                            | 132706 61  |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                |                                |                  |                                            |                               |        |
|                            | *2582 91   |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                |                                |                  |                                            |                               |        |
| Totals                     | 130123 70  | 26376 15             | 252494 11            | 223848 39            | 133134 36            | 119468 74            | 53671 86             | 34169 79             | 48275 16             | 2166 42              | 184680 78            | 27386 19             | 91006 29             | 617025 87            | \$1,943,827 81 |                                |                  |                                            |                               |        |

\* Less Amount of Individual and Corporation Account deposited in Harrisburg Bank, to Credit of Treasurer.

## GENERAL STATEMENT.

| RECEIPTS.                         | <i>Dolls. C.</i> | <i>Dolls. C.</i> |
|-----------------------------------|------------------|------------------|
| For Freight Transportation, - - - | 780892 19        |                  |
| “ First Class Passengers, - - -   | 987328 75        |                  |
| “ Emigrant Passengers, - - -      | 93511 68         |                  |
| “ Adams’ Express, - - - - -       | 34473 75         |                  |
| “ United States Mails, - - - -    | 43469 94         |                  |
| “ Rents, etc., - - - - -          | 4151 50          | 1,943,827 81     |
| DISBURSEMENTS.                    |                  |                  |
| By Motive Power Department, - -   | 156499 85        |                  |
| “ Conducting Transportation, - -  | 728945 50        |                  |
| “ Maintenance of Way, - - - -     | 87841 65         |                  |
| “ Maintenance of Cars, - - - -    | 50441 58         |                  |
| “ Columbia Rail Road Line, - -    | 184680 78        |                  |
| “ Allegheny Portage Rail Road, -  | 91006 29         |                  |
| “ Phoenix Line, - - - - -         | 27386 19         |                  |
| Amount of Net Receipts, - - -     | 617025 87        | 1,943,827 81     |

THOS. R. DAVIS, *Disbursing Clerk.*

*Passenger Receipts from Stations on Pennsylvania Rail Road and Connecting Roads, during the year 1852.*

| STATIONS.            | JANUARY.   | FEBRUARY. | MARCH.   | APRIL.   | MAY.     | JUNE.    | JULY.            | AUGUST.          | SEPTEMBER. | OCTOBER. | NOVEMBER. | DECEMBER. | TOTAL AMOUNT. |
|----------------------|------------|-----------|----------|----------|----------|----------|------------------|------------------|------------|----------|-----------|-----------|---------------|
| a Philadelphia, -    | \$15455 51 | 21840 35  | 43603 73 | 37683 46 | 39633 82 | 22704 30 | 23093 77<br>4 50 | 16787 78<br>9 65 | 20757 54   | 17914 87 | 13332 63  | 7894 46   |               |
| b Hestonville, -     |            |           |          |          |          |          | 27 30            | 14 80            |            |          |           |           |               |
| c Athensville, -     | 20 85      | 24 75     | 19 70    | 21 15    | 23 20    | 20 80    | 99 30            | 57 25            |            |          |           |           |               |
| d White Hall, -      | 21 65      | 18 40     | 38 10    | 19 10    | 40 05    | 31 10    | 49 95            | 38 05            |            |          |           |           |               |
| e Morgan's Corner, - | 22 85      | 16 30     | 17 05    | 21 45    | 17 00    | 28 95    | 92 48            | 49 80            |            |          |           |           |               |
| f Eagle, -           | 69 75      | 79 60     | 111 85   | 104 30   | 101 90   | 105 40   | 168 23           | 132 00           |            |          |           |           |               |
| g Paoli, -           |            |           |          |          |          |          | 11 00            | 25 85            |            |          |           |           |               |
| g. s.                | 21 95      | 29 05     | 32 00    | 14 68    | 21 60    | 32 95    | 4 20             | 3 00             |            |          |           |           |               |
| h Steam Boat, -      | 37 95      | 60 90     | 85 75    | 67 35    | 80 95    | 68 65    | 92 90            | 48 35            |            |          |           |           |               |
| i Oakland, -         |            |           |          |          |          |          | 144 10           | 91 60            |            |          |           |           |               |
| j <sup>1/2</sup>     |            |           |          |          |          |          | 55               |                  |            |          |           |           |               |
| k <sup>1/2</sup>     | 124 05     | 161 85    | 259 45   | 288 15   | 256 12   | 213 70   | 277 30           | 152 65           |            |          |           |           |               |
| l <sup>1/2</sup>     | 4 80       | 1 95      | 7 60     | 11 65    | 13 45    | 16 45    | 37 40            | 32 10            |            |          |           |           |               |
| m Coatesville, -     | 96 60      | 113 45    | 123 20   | 104 20   | 140 80   | 107 30   | 185 30           | 130 00           |            |          |           |           |               |
| n Parkersburg, -     | 93 45      | 104 05    | 211 27   | 212 15   | 228 35   | 183 27   | 240 67           | 11 75            |            |          |           |           |               |
| o Penningtonville, - | 139 15     | 111 05    | 167 90   | 137 70   | 148 15   | 115 70   | 139 55           | 173 90           |            |          |           |           |               |
| p Gap, -             | 34 85      | 58 00     | 61 45    | 98 10    | 92 40    | 56 90    | 65 25            | 54 65            |            |          |           |           |               |
| q Kinzer's, -        | 33 15      | 39 70     | 36 40    | 58 60    | 56 20    | 46 50    | 43 05            | 24 95            |            |          |           |           |               |
| r Lemon's, -         | 57 10      | 70 95     | 70 00    | 112 95   | 141 58   | 83 70    | 83 70            | 52 50            |            |          |           |           |               |
| s Bird-in-Hand, -    | 34 50      | 37 60     | 62 65    | 61 50    | 48 20    | 43 35    | 60 10            | 27 80            |            |          |           |           |               |
| t Lancaster, -       | 2197 35    | 2499 46   | 3596 96  | 5377 97  | 5048 15  | 3832 15  | 3859 45          | 4592 37          | 7534 88    | 4177 68  | 2899 98   | 2809 68   |               |
| u Dillerville, -     |            |           |          |          | 1 00     |          |                  |                  |            |          |           |           |               |
| v Mountville, -      | 3 20       |           | 1 25     | 2 75     |          | 3 90     | 2 50             | 1 95             |            |          |           |           |               |
| w Columbia, -        | 575 85     | 704 98    | 1546 00  | 2558 50  | 2038 51  | 1137 75  | 1143 38          | 833 90           | 595 75     | 457 60   | 428 40    | 352 75    |               |
| x Chiques, -         | 4 10       | 5 40      | 19 95    | 8 95     | 22 70    | 8 80     | 8 75             | 11 30            | 6 25       | 9 20     | 11 20     | 6 10      |               |
| y Marietta, -        | 65 50      | 81 65     | 570 98   | 1777 25  | 703 98   | 145 38   | 156 75           | 167 07           | 89 55      | 97 55    | 102 00    | 163 65    |               |
| z Shook's Mills, -   | 16 40      | 9 30      | 22 88    | 16 70    | 19 75    | 17 60    | 20 22            | 15 85            | 12 20      | 7 90     | 7 05      | 7 60      |               |
| 7 Bainbridge, -      | 25 45      | 33 63     | 122 40   | 127 85   | 66 15    | 40 65    | 40 10            | 43 20            | 39 75      | 55 95    | 50 67     | 58 90     |               |

|         |                    |          |          |          |          |          |          |          |          |          |          |          |          |
|---------|--------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| 0       | Collins, -         | 4 75     | 12 30    | 12 65    | 24 90    | 15 30    | 12 75    | 13 70    | 17 40    | 9 10     | 17 10    | 16 10    | 14 00    |
| 5       | Balmouth, -        | 10 25    | 3 65     | 16 73    | 24 40    | 9 80     | 6 60     | 6 15     | 5 50     | 6 95     | 9 85     | 9 85     | 8 35     |
| 4       | Buck Lock, -       | 1 50     | 40       | 1 95     | 1 80     | 1 65     | 1 70     | 1 50     | 2 40     | 3 75     | 3 85     | 3 85     | 1 00     |
| 4       | Landisville, -     | 1 25     | 1 00     | 15 40    | 4 65     | 9 05     | 4 80     | 3 90     | 4 40     | 4 07     | 3 15     | 7 35     | 1 00     |
| 6       | Mount Joy, -       | 56 35    | 78 40    | 180 25   | 335 90   | 235 65   | 178 60   | 112 97   | 121 40   | 249 62   | 303 75   | 193 90   | 204 80   |
| 7       | Elizabethtown, -   | 48 90    | 72 30    | 117 60   | 161 65   | 132 10   | 89 25    | 79 60    | 88 97    | 141 77   | 259 07   | 93 35    | 101 45   |
| 9       | Midlandtown, -     | 191 10   | 197 58   | 328 20   | 751 93   | 677 67   | 392 68   | 310 75   | 394 35   | 278 43   | 327 50   | 257 65   | 327 65   |
| 10      | Highspire, -       | 0 75     | 12 10    | 24 90    | 05 20    | 49 95    | 27 30    | 19 95    | 42 05    | 28 35    | 12 60    | 17 60    | 11 00    |
| 11      | Harrisburg, -      | 5132 47  | 5391 73  | 11813 48 | 17129 93 | 13396 58 | 77890 60 | 8293 64  | 12729 12 | 11296 35 | 11683 37 | 8581 45  | 5142 00  |
| 12      | Rockville, -       | 19 60    | 56 40    | 82 82    | 294 90   | 104 85   | 59 95    | 50 90    | 113 15   | 56 30    | 54 00    | 56 88    | 27 05    |
| 13      | Cove, -            | 3 30     | 4 70     | 2 92     | 16 55    | 8 95     | 8 90     | 12 37    | 5 20     | 41 70    | 6 35     | 3 85     | 95       |
| 14      | Duncannon, -       | 135 49   | 202 35   | 277 18   | 432 90   | 303 28   | 221 67   | 316 98   | 373 03   | 236 55   | 217 93   | 205 25   | 285 22   |
| 15      | Aqueduct, -        | 131 20   | 162 10   | 526 85   | 1905 78  | 1752 98  | 1246 25  | 1046 33  | 795 82   | 755 10   | 1173 23  | 689 40   | 116 80   |
| 16      | Baldysburg, -      | 131 70   | 9 45     | 23 55    | 21 25    | 18 65    | 7 15     | 28 15    | 17 15    | 26 40    | 11 20    | 11 10    | 49 15    |
| 17      | Newport, -         | 184 15   | 220 85   | 363 03   | 417 65   | 387 75   | 360 83   | 331 40   | 341 93   | 312 92   | 387 45   | 269 47   | 318 75   |
| 18      | Millerstown, -     | 142 20   | 110 15   | 405 38   | 463 25   | 263 81   | 224 17   | 362 97   | 238 32   | 322 30   | 449 67   | 292 78   | 263 47   |
| 19      | Thompsonstown, -   | 13 30    | 15 25    | 41 25    | 39 10    | 46 40    | 35 25    | 53 97    | 38 85    | 27 58    | 38 70    | 29 65    | 40 45    |
| 20      | Mexico, -          | 30 40    | 18 95    | 25 20    | 30 90    | 41 65    | 32 75    | 25 50    | 27 35    | 33 30    | 45 75    | 36 95    | 8 90     |
| 21      | Perryville, -      | 122 35   | 97 00    | 163 87   | 175 40   | 230 75   | 163 58   | 202 90   | 195 60   | 236 05   | 411 10   | 221 72   | 168 55   |
| 22      | Millin, -          | 229 93   | 312 50   | 573 05   | 618 50   | 618 45   | 489 45   | 441 32   | 391 10   | 487 52   | 572 98   | 493 80   | 643 30   |
| 23      | Lewistown, -       | 947 45   | 1111 88  | 2009 69  | 1869 21  | 1925 51  | 1642 47  | 1849 17  | 1622 55  | 1649 90  | 1922 20  | 1471 00  | 1645 83  |
| 24      | Anderson's, -      | 8 05     | 15 85    | 20 65    | 18 35    | 26 60    | 38 20    | 33 55    | 35 90    | 30 20    | 23 70    | 24 67    | 15 10    |
| 25      | McVeytown, -       | 146 40   | 138 35   | 277 51   | 285 29   | 327 58   | 268 45   | 239 42   | 258 22   | 232 52   | 307 65   | 312 03   | 370 55   |
| 25 1/2  | Manayunk, -        | 3 75     | 4 55     | 17 00    | 20 80    | 9 25     | 15 50    | 12 45    | 21 50    | 8 85     | 11 67    | 13 50    | 1 05     |
| 26      | Newton Hamilton, - | 88 00    | 74 50    | 138 87   | 142 90   | 110 30   | 81 10    | 146 00   | 168 02   | 135 85   | 197 55   | 116 80   | 131 65   |
| 27      | Mount Union, -     | 143 60   | 180 57   | 435 76   | 381 65   | 353 55   | 276 43   | 314 65   | 250 50   | 357 30   | 444 60   | 278 72   | 408 98   |
| 28      | Mapleton, -        | 2 90     | 11 25    | 15 45    | 46 80    | 45 90    | 21 02    | 50 25    | 19 90    | 26 60    | 31 30    | 19 10    | 15 60    |
| 29      | Mill Creek, -      | 97 47    | 72 30    | 181 53   | 222 95   | 221 63   | 96 58    | 146 50   | 127 65   | 162 78   | 296 65   | 172 00   | 178 17   |
| 30      | Huntingdon, -      | 494 95   | 454 87   | 767 92   | 832 37   | 837 49   | 711 72   | 881 10   | 923 02   | 730 45   | 959 10   | 665 10   | 811 80   |
| 31      | Petersburg, -      | 146 30   | 141 25   | 282 23   | 238 85   | 312 30   | 325 85   | 361 20   | 355 70   | 376 82   | 538 38   | 305 30   | 276 90   |
| 31 1/2  | Barre, -           | 459 85   | 400 51   | 527 18   | 813 45   | 890 17   | 8 25     | 9 45     | 10 45    | 4 35     | 17 10    | 8 35     | 1 90     |
| 32      | Spruce Creek, -    | 67 95    | 83 83    | 128 05   | 129 93   | 189 05   | 172 50   | 790 67   | 645 87   | 775 03   | 1149 17  | 617 80   | 757 68   |
| 32 1/2  | Birmingham, -      | 164 15   | 231 82   | 381 85   | 370 29   | 614 73   | 557 97   | 236 40   | 88 90    | 116 67   | 155 43   | 85 97    | 87 40    |
| 33      | Tyrone, -          | 59 05    | 73 72    | 109 18   | 97 95    | 130 20   | 94 93    | 104 52   | 125 05   | 94 10    | 106 45   | 91 45    | 90 30    |
| 33 1/2  | Fosteria, -        | 7 55     | 59 90    | 105 80   | 139 15   | 181 55   | 96 10    | 182 45   | 139 50   | 168 75   | 177 55   | 102 18   | 87 90    |
| 34 1/2  | Bell's Mills, -    | 241 75   | 234 40   | 459 15   | 452 05   | 483 70   | 513 70   | 727 67   | 595 25   | 580 15   | 727 42   | 631 93   | 903 65   |
| 35      | Altoona, -         | 2203 52  | 2008 77  | 3767 67  | 3629 18  | 3416 88  | 2940 10  | 4056 47  | 4050 80  | 4016 05  | 3302 10  | 2765 75  | 3297 25  |
| 35      | Holidaysburg, -    | 8 10     | 24 10    | 8 45     | 29 13    | 16 85    | 8 35     | 11 10    | 17 65    | 22 10    | 8 80     | 16 10    | 24 90    |
| 37      | Plane No. 9, -     | 1 60     | 1 40     | 1 10     | 1 05     | 5 80     | 8 45     | 6 85     | 9 90     | 9 80     | 32 20    | 13 20    | 10 75    |
| 38      | Plane No. 8, -     |          |          |          |          |          |          |          |          |          |          |          |          |
| Totals, |                    | 30926 35 | 38575 35 | 75859 78 | 81621 17 | 68088 90 | 48995 48 | 53062 29 | 49404 75 | 53750 99 | 50475 12 | 36606 60 | 28771 46 |



*Passenger Receipts from Stations on Penna. Rail Road and Connecting Roads, during the year 1852.—Continued.*

| STATIONS.              | JANUARY. | FEBRUARY. | MARCH.    | APRIL.    | MAY.     | JUNE.    | JULY.    | AUGUST.  | SEPTEMBER. | OCTOBER. | NOVEMBER. | DECEMBER. | TOTAL AMOUNTS. |
|------------------------|----------|-----------|-----------|-----------|----------|----------|----------|----------|------------|----------|-----------|-----------|----------------|
| Am'ts bro't over,      | 39026 35 | 38575 35  | 75839 78  | 81621 17  | 68088 90 | 48905 48 | 53062 20 | 49404 75 | 53750 99   | 50475 12 | 36060 60  | 28771 46  |                |
| Summit, -              | 178 40   | 185 30    | 244 40    | 190 30    | 310 15   | 291 70   | 450 90   | 483 80   | 454 75     | 481 98   | 666 40    | 640 20    |                |
| Plane No. 4, -         | 37 55    | 59 35     | 50 40     | 34 65     | 53 12    | 101 40   | 74 50    | 142 25   | 101 77     | 135 20   | 84 75     | 112 75    |                |
| Plane No. 2, -         | 64 60    | 55 80     | 63 70     | 61 60     | 97 20    | 103 97   | 108 25   | 92 80    | 137 00     | 133 85   | 103 95    | 66 40     |                |
| Jefferson, -           | 38 80    | 49 05     | 59 53     | 38 40     | 58 15    | 128 75   | 94 73    | 136 87   | 127 22     | 164 70   | 118 17    | 80 40     |                |
| Half Way House, -      | 54 75    | 47 85     | 82 75     | 52 60     | 71 15    | 109 05   | 100 93   | 119 12   | 137 05     | 204 05   | 290 77    | 86 55     |                |
| Viaduct, -             | 2 95     | 1 25      | 8 10      | 8 10      | 8 55     | 10 15    | 20 00    | 31 70    | 18 55      | 24 32    | 27 77     | 7 20      |                |
| Tunnel, -              | 42 35    | 31 50     | 34 65     |           | 9 95     | 26 30    | 39 70    | 36 95    | 26 85      | 40 25    | 86 80     | 317 43    |                |
| Couemaugh, -           | 80 43    | 8 60      | 10 80     | 9 70      | 9 95     | 26 30    | 39 70    | 36 95    | 26 85      | 40 25    | 86 80     | 317 43    |                |
| Johnstown, -           | 745 85   | 617 80    | 992 89    | 925 39    | 1061 99  | 906 43   | 1126 87  | 1112 57  | 1164 02    | 1695 53  | 1295 25   | 1350 40   |                |
| Nineveh, -             | 32 25    | 27 35     | 42 00     | 39 22     | 47 32    | 69 05    | 71 43    | 69 70    | 56 00      | 82 45    | 58 80     | 63 50     |                |
| New Florence, -        | 48 40    | 70 00     | 112 60    | 100 23    | 103 89   | 130 97   | 109 82   | 135 52   | 130 22     | 146 10   | 167 48    | 153 25    |                |
| Lockport, -            | 154 15   | 126 33    | 163 99    | 211 27    | 123 43   | 122 90   | 164 72   | 172 00   | 210 52     | 179 17   | 239 83    | 245 75    |                |
| Bolivar, -             | 17 75    | 26 45     | 11 30     | 25 60     | 37 50    | 21 25    | 43 10    | 58 72    | 47 00      | 41 35    | 52 75     | 25 55     |                |
| Blairsville Intersect. | 114 35   | 91 15     | 101 95    | 132 75    | 139 52   | 160 90   | 161 87   | 165 25   | 160 07     | 102 13   | 80 90     | 94 65     |                |
| Blairsville, -         | 341 25   | 395 20    | 943 22    | 969 96    | 1011 33  | 1049 48  | 1089 25  | 953 55   | 1076 97    | 1266 57  | 762 70    | 838 50    |                |
| Hillside, -            | 14 25    | 37 80     | 31 62     | 23 25     | 12 10    | 28 00    | 39 60    | 43 20    | 78 50      | 28 90    | 24 05     | 53 15     |                |
| Derry, -               | 31 55    | 26 00     | 34 45     | 33 35     | 33 72    | 22 62    | 51 70    | 73 15    | 127 70     | 47 90    | 46 75     | 68 40     |                |
| Latrobe, -             | 28 60    | 44 55     | 75 15     | 78 15     | 89 90    | 229 42   | 443 60   | 455 30   | 507 00     | 597 75   | 425 17    | 688 23    |                |
| Beatty's -             | 554 63   | 1071 15   | 1413 20   | 1143 15   | 906 13   | 808 22   | 1008 97  | 758 20   | 990 77     | 1181 00  | 891 15    | 41 00     |                |
| Greensburg, -          |          |           |           |           |          |          | 396 65   | 870 85   | 1066 05    | 1038 65  | 892 27    | 22 70     |                |
| Radebaugh's, -         |          |           |           |           |          |          | 68 05    | 114 85   | 151 92     | 78 35    | 80 40     | 62 85     |                |
| Manor, -               |          |           |           |           |          |          | 77 85    | 199 35   | 213 35     | 155 10   | 138 70    | 149 02    |                |
| Irwin's, -             |          |           |           |           |          |          | 106 95   | 110 02   | 76 45      | 70 75    | 58 45     | 47 15     |                |
| Stewart's, -           |          |           |           |           |          |          | 344 00   | 224 50   | 246 60     | 211 50   | 153 25    | 99 80     |                |
| Brinton's, -           | 171 80   | 188 70    | 134 90    | 130 75    | 199 30   | 293 40   | 103 60   | 121 90   | 96 27      | 96 45    | 69 95     | 72 50     |                |
| Wilkinsburg, -         | 36 08    | 33 40     | 28 00     | 36 10     | 36 37    | 54 07    | 134 45   | 133 15   | 135 60     | 141 35   | 110 15    | 116 20    |                |
| Liberty, -             | 68 00    | 44 65     | 49 03     | 29 50     | 75 08    | 114 80   | 124 45   | 155 57   | 18408 17   | 17658 43 | 15044 12  | 18911 62  |                |
| Pittsburg, -           | 17510 76 | 25421 77  | 34025 65  | 27899 73  | 22450 93 | 17838 17 | 15350 17 | 15557 10 | 4666 25    | 3436 15  | 3085 45   | 2179 43   |                |
| Baltimore, -           | 1903 80  | 2534 34   | 3597 10   | 2860 42   | 1761 04  | 396 63   | 484 35   | 983 50   | 1716 85    | 1483 55  | 1192 70   | 927 10    |                |
| Massillon, -           |          |           |           |           |          | 577 80   | 724 00   | 2268 72  | 1748 98    | 1917 07  | 1415 77   | 1545 32   |                |
| Cleveland, -           |          |           |           |           |          |          | 483 00   | 1742 05  | 2703 13    | 2742 83  | 1765 20   | 1910 40   |                |
| Cincinnati, -          |          |           |           |           |          |          |          |          |            |          |           |           |                |
| Totals,                | 53199 71 | 69770 69  | 118165 23 | 116656 33 | 96785 74 | 74934 00 | 77883 86 | 79493 36 | 90532 58   | 86048 51 | 65946 45  | 57912 29  | \$987,328 75.  |

LEWIS L. HOUP, Gen'l Ticket Agent.

# ANNUAL REPORT.—1852.

## STATEMENT

Showing in pounds the Freight carried to and on the Pennsylvania Rail Road in the Burden Cars of the Pennsylvania Rail Road Company, from January to December 1852, inclusive, distinguishing those portions subject to the State Tax, and conveyed to and from Baltimore: Also, of the Mileage (pounds carried one mile,) on the Pennsylvania Rail Road, the Harrisburg and Lancaster Rail Road and Branch Road to Columbia, the Philadelphia and Columbia Rail Road, and by Canal and Wagons, respectively.

|                       | JANUARY.    | FEBRUARY.     | MARCH.        | APRIL.        | MAY.          | JUNE.       | JULY.       | AUGUST.       | SEPTEMBER.    | OCTOBER.      | NOVEMBER.     | DECEMBER.     | TOTALS.        |
|-----------------------|-------------|---------------|---------------|---------------|---------------|-------------|-------------|---------------|---------------|---------------|---------------|---------------|----------------|
| Through freight, Lbs. | 470,303     | 1,149,565     | 2,591,024     | 4,159,000     | 4,438,400     | 1,861,181   | 1,480,201   | 948,843       | 900,629       | 415,748       | 1,975,527     | 6,041,821     | 27,041,239     |
| Do                    | 898,709     | 2,695,825     | 5,772,240     | 3,644,453     | 1,802,790     | 1,026,614   | 1,049,012   | 5,201,210     | 5,622,893     | 3,102,158     | 2,900,029     | 3,613,201     | 37,329,134     |
| Local freight, Lbs.   | 3,269,047   | 4,888,394     | 4,472,138     | 1,818,371     | 2,523,990     | 2,535,850   | 1,889,502   | 2,770,694     | 3,728,109     | 3,185,929     | 4,748,970     | 7,078,289     | 42,904,373     |
| Do                    | 1,240,009   | 1,666,205     | 1,730,005     | 2,237,945     | 2,720,886     | 2,779,879   | 2,225,015   | 2,006,901     | 2,810,257     | 3,402,313     | 2,852,282     | 4,425,221     | 30,682,950     |
| Altogether moved,     | 5,878,125   | 10,389,989    | 14,565,407    | 11,859,760    | 11,492,046    | 8,203,024   | 6,573,730   | 10,987,648    | 13,070,975    | 10,606,148    | 12,471,808    | 21,758,532    | 137,957,704    |
| Subject to State Tax, |             |               |               |               |               |             |             |               |               |               |               |               |                |
| Exempt from Tax,      | 5,204,207   | 9,725,945     | 13,857,470    | 11,264,886    | 10,106,443    | 7,083,338   | 5,878,109   | 10,065,657    | 11,947,543    | 9,648,627     | 11,781,229    | 20,338,175    | 126,901,996    |
| Through Mileage,      | 86,535,752  | 211,510,960   | 424,446,552   | 687,804,905   | 732,335,900   | 307,094,865 | 259,633,440 | 145,181,921   | 145,269,066   | 73,439,750    | 322,111,001   | 1,297,519,403 | 4,692,891,515  |
| Do                    | 165,262,456 | 496,030,800   | 955,139,928   | 603,165,110   | 297,400,350   | 169,391,310 | 173,086,980 | 847,699,430   | 916,531,559   | 505,651,754   | 472,704,727   | 699,152,594   | 6,331,377,998  |
| Local Mileage,        | 206,506,830 | 422,765,882   | 374,893,882   | 141,219,738   | 172,549,760   | 217,117,955 | 178,058,072 | 202,990,582   | 269,099,437   | 269,099,437   | 466,389,662   | 846,139,083   | 3,842,752,017  |
| Do                    | 82,960,040  | 104,835,956   | 126,160,061   | 189,896,875   | 186,310,411   | 143,612,395 | 115,333,649 | 110,022,954   | 162,849,519   | 296,641,285   | 331,422,010   | 545,793,867   | 2,395,839,922  |
| Altogether, Mileage   | 338,365,078 | 1,235,153,590 | 1,910,615,423 | 1,622,086,628 | 1,389,656,421 | 837,210,525 | 726,112,141 | 306,894,857   | 1,571,695,308 | 1,144,892,226 | 1,592,627,400 | 3,388,604,947 | 17,262,860,552 |
| Subject to Tax,       | 531,639,575 | 1,227,989,482 | 1,703,037,146 | 1,617,187,782 | 1,372,404,818 | 834,157,166 | 716,693,795 | 1,295,820,324 | 1,558,517,223 | 1,134,320,656 | 1,185,762,939 | 3,371,672,694 | 17,139,203,590 |
| Exempt from Tax,      | 6,725,503   | 7,164,106     | 7,578,277     | 4,898,846     | 17,251,603    | 13,053,359  | 9,418,346   | 10,074,493    | 13,178,085    | 10,511,570    | 6,864,461     | 16,932,253    | 123,656,962    |
| Do                    | 182,617,344 | 304,621,884   | 413,888,775   | 314,036,708   | 240,898,586   | 150,517,147 | 127,554,499 | 250,218,438   | 227,082,645   | 219,827,731   | 250,313,616   | 431,006,062   | 3,192,534,315  |
| Do                    | 360,161,984 | 600,782,019   | 1,005,685,922 | 887,965,864   | 749,023,588   | 442,565,726 | 360,671,342 | 594,305,978   | 783,477,610   | 594,305,978   | 667,783,328   | 1,218,706,796 | 8,378,424,401  |
| Do                    | 56,352,280  | 159,893,800   | 498,278,842   | 660,993,038   | 528,568,966   | 279,389,336 | 273,398,414 | 537,939,188   | 614,764,317   | 296,591,121   | 500,197,793   | 569,903,481   | 4,820,064,496  |
| Pounds to Baltimore.  | -           | -             | -             | -             | -             | -           | -           | -             | -             | -             | -             | -             | 315,891,680    |
| Pounds from Do.       | -           | -             | -             | -             | -             | -           | -           | -             | -             | -             | 420,217       | 2,742,724     | 2,694,941      |
|                       | -           | -             | -             | -             | -             | -           | -           | -             | -             | -             | 610,632       | 1,151,897     | 1,762,549      |

A. L. SMITH, Ch. Clerk Freight Depart't.



# ANNUAL REPORT, 1852.

*Tonnage of articles sent from and received at Philadelphia, via. Pennsylvania Rail Road.*

| LIST OF ARTICLES.             | PITTSBURG. |            | LOCAL.     |           | LIST OF ARTICLES.          | PITTSBURG. |           | LOCAL.     |           |
|-------------------------------|------------|------------|------------|-----------|----------------------------|------------|-----------|------------|-----------|
|                               | Forwarded. | Received.  | Forwarded. | Received. |                            | Forwarded. | Received. | Forwarded. | Received. |
| Shoes and Hats, . . .         | 3,084,711  |            | 446,947    | 17,354    | Oil, . . .                 |            | 321,414   | 177,601    |           |
| Dry Goods, . . .              | 19,947,103 | 208,715    | 3,886,351  |           | Glassware, . . .           |            | 39,838    | 132,469    | 640       |
| Books and Stationery, . .     | 1,027,622  | 84,558     | 106,347    | 9,508     | Green and Dried Fruits, .  |            | 50,184    | 103,156    | 160,834   |
| Furniture, . . .              | 246,565    | 15,139     | 133,079    | 34,638    | Guano, . . .               |            |           | 5,820      |           |
| Groceries, (except Coffee,) . | 3,364,494  | 38,561     | 3,361,664  |           | Castings, . . .            |            | 56,203    | 310,301    | 31,295    |
| Wines and Liquors, . . .      | 60,658     | 326,949    | 361,045    | 205,943   | Machinery, . . .           |            | 9,282     | 389,023    | 22,510    |
| Hardware, . . .               | 4,700,946  | 364,561    | 923,539    | 155,701   | Steel, . . .               |            |           | 55,177     |           |
| Oil Cloth, . . .              | 43,120     | 1,664      |            |           | Stone, . . .               |            | 32,712    | 6,149      |           |
| Hemp, . . .                   | 102,974    | 343,466    |            |           | Live Stock, . . .          |            | 156,000   | 50,200     | 2,968,706 |
| Coffee, . . .                 | 410,997    |            | 708,962    |           | Agricultural Implements, . |            |           | 38,114     | 14,770    |
| Fish, . . .                   | 230,003    |            | 744,639    |           | Alcohol, . . .             |            | 1,590     | 10,623     | 54,270    |
| Tin, . . .                    | 170,011    |            | 145,865    |           | Wine, . . .                |            |           | 64,190     |           |
| Copper, . . .                 | 77,701     |            |            |           | Fluid, . . .               |            |           | 25,000     |           |
| Rope, . . .                   | 30,632     |            | 118,438    |           | Candles, . . .             |            | 318,588   | 14,225     |           |
| Lead and Shot, . . .          | 16,472     |            | 170,781    |           | Vinegar, . . .             |            |           | 6,283      |           |
| Cheese, . . .                 | 65,080     | 10,527     | 34,261     |           | Coal, . . .                |            |           | 7,070      | 155,000   |
| Soda Ash, . . .               | 116,146    |            | 21,343     |           | Oysters, . . .             |            |           | 4,520      |           |
| Agricultural Productions, .   | 25,140     |            | 58,175     | 29,144    | Cedar Ware, . . .          |            |           | 36,568     |           |
| Tar, Pitch, Rosin, . . .      | 2,610      |            | 43,180     |           | Ginseng, . . .             |            | 199,246   | 1,128      |           |
| Iron and Nails, . . .         | 771,707    |            | 1,090,947  | 1,220,248 | Feathers, . . .            |            | 229,255   | 2,253      |           |
| Rough Marble, . . .           | 77,760     |            | 31,624     |           | Butter and Eggs, . . .     |            | 672,101   | 1,326,956  |           |
| Leather, . . .                | 46,642     |            | 111,937    | 1,876,950 | Flour, . . .               |            | 4,703,106 | 7,130,764  |           |
| Bagging, . . .                | 67,220     |            |            |           | Grain, . . .               |            | 1,448     | 2,634,257  |           |
| Salt Meat, . . .              | 7,752      |            | 71,180     | 113,662   | Earthenware, . . .         |            | 183,556   | 910        |           |
| Queensware, . . .             | 937,411    | 12,332,044 | 250,366    |           | Lard, . . .                |            | 2,290,424 | 146,408    |           |
| Plants, . . .                 | 1,805      |            | 2,756      |           | Tallow, . . .              |            |           | 171,897    |           |

|                              |         |           |           |           |                                 |         |         |
|------------------------------|---------|-----------|-----------|-----------|---------------------------------|---------|---------|
| Grass and other Seeds, . . . | 13,546  | 80,435    | 128,439   | 1,986,122 | Bark, . . .                     | 906     | 468,971 |
| Salt, . . .                  | 16,779  |           |           |           | Rags, . . .                     | 12,039  | 106,669 |
| Carriages, . . .             | 3,325   |           |           |           | Sumac, . . .                    |         | 331,869 |
| Hair, . . .                  | 1,500   | 172,591   |           | 3,511     | Yarn, . . .                     | 2,743   | 20,372  |
| Cement, . . .                | 136,198 |           | 3,779,405 |           | Beeswax, . . .                  | 11,290  | 2,050   |
| Mill-stones, . . .           | 19,906  |           |           |           | Fresh Meat, Poultry, &c., . . . | 3,154   | 190,741 |
| Alc. in barrels, . . .       | 7,195   |           | 74,950    |           | Cotton, . . .                   | 208,141 | '8,036  |
| Tile for roofing, . . .      | 29,539  |           |           |           | Furs and Skins, . . .           | 294,501 |         |
| Grease, . . .                | 11,505  | 70,741    |           | 74,929    | Soap, . . .                     | 111,200 |         |
| Wool, . . .                  | 6,506   | 1,629,277 |           |           | Paintings, . . .                | 5,745   |         |
| Hides, . . .                 |         |           | 1,518     |           | Blooms, . . .                   |         | 620,708 |
| Tobacco, . . .               |         | 1,367,507 | 1,835,233 | 18,290    | Lumber, . . .                   |         | 313,324 |
| Drugs and Medicines, . . .   |         | 13,543    | 233,210   |           | Glue, . . .                     |         | 16,365  |
| Confectionery, . . .         |         | 1,747     | 110,690   |           | Miscellaneous, . . .            |         | 139,277 |
|                              |         |           |           |           |                                 | 140,672 | 51,249  |

|                          |            |            |            |            |
|--------------------------|------------|------------|------------|------------|
| Total First Class, . . . | 24,371,789 | 1,716,934  | 5,093,303  | 1,740,863  |
| " Second Class, . . .    | 8,633,325  | 2,919,434  | 6,039,098  | 2,613,865  |
| " Third Class, . . .     | 1,437,017  | 4,985,795  | 8,318,667  | 2,595,540  |
| " Fourth Class, . . .    | 1,136,150  | 17,719,547 | 1,135,332  | 15,731,703 |
| Total Pounds, . . .      | 35,578,281 | 27,341,710 | 29,586,400 | 22,681,971 |

A. L. SMITH, Chief Clerk Freight Depart't.

# ANNUAL REPORT.

*Construction and Equipment (including Eastern and Western Divisions Penna. R. R.,) for the year 1852.*

|                                         | Engineering. | Rod, Chain and Axe. | Stationery and Printing. | Instruments and Office Furniture. | Real Estate. | Graduation. | Bridge Superstructure. | Iron Rail. | Iron Chairs and Fastening. | Spikes and Bolts. | Cross Ties. | Ground Sills. | Ballast. | Road Superstructure. |
|-----------------------------------------|--------------|---------------------|--------------------------|-----------------------------------|--------------|-------------|------------------------|------------|----------------------------|-------------------|-------------|---------------|----------|----------------------|
| January, . . . . .                      | \$ 52 00     |                     | 28 00                    |                                   | 48 89        | 395 06      | 70 91                  | 21 25      |                            | 135 00            |             |               | 51 50    | 142 25               |
| February, . . . . .                     |              |                     | 7 00                     |                                   | 378 74       | 588 03      | 1079 06                | 1 25       |                            | 163 34            | 125 00      |               | 94 44    | 291 66               |
| March, . . . . .                        |              |                     | 31 33                    |                                   |              | 1527 01     | 617 75                 | 26 53      |                            | 45 00             | 156 25      |               | 92 16    | 41 13                |
| April, . . . . .                        |              |                     | 34 25                    | 19 42                             | 1428 65      | 1901 22     | 617 75                 | 2258 98    |                            | 102 50            | 142 25      |               | 824 03   | 1113 52              |
| May, . . . . .                          |              |                     |                          |                                   | 757 63       | 1099 81     | 1910 87                | 50242 81   |                            |                   |             |               | 393 87   | 879 12               |
| June, . . . . .                         |              |                     | 63 02                    | 12 25                             | 1004 24      | 1455 17     | 575 51                 | 10653 44   | 11 43                      |                   | 165 25      |               | 728 55   | 363 59               |
| July, . . . . .                         |              |                     | 22 25                    |                                   | 658 71       | 2475 76     | 1454 44                | 1318 33    |                            | 487 50            | 464 25      |               | 702 93   | 922 60               |
| August, . . . . .                       | 127 00       | 7 00                | 42 75                    | 31 06                             | 889 25       | 11722 83    | 176 79                 | 1328 86    |                            | 1057 25           | 28 41       |               | 1095 95  | 62 14                |
| September, . . . . .                    |              |                     |                          |                                   | 1931 37      | 4783 06     | 158 49                 | 34 50      |                            |                   | 421 88      |               | 1382 28  | 283 80               |
| October, . . . . .                      | 120 00       |                     |                          | 12 25                             | 20 00        | 4466 65     | 125 00                 | 635 61     |                            |                   | 264 50      |               | 1128 70  | 28 49                |
| November, . . . . .                     | 60 00        |                     | 10 50                    | 63 38                             | 206 79       | 4104 64     | 327 36                 | 5 20       | 193 83                     |                   | 720 97      |               | 1649 19  | 452 88               |
| December, . . . . .                     |              |                     | 5 82                     | 269 57                            | 338 43       | 2718 63     | 212 99                 | 275 99     | 486 75                     |                   | 870 75      | 124 00        | 569 93   | 53 18                |
|                                         |              |                     |                          |                                   |              | 102 68      |                        | 8 37       |                            |                   | 54 09       |               | 818 38   | 735 03               |
|                                         |              |                     |                          |                                   |              |             |                        |            |                            |                   | 794 92      | 718 20        | 908 39   | 54 00                |
|                                         |              |                     |                          |                                   |              |             |                        |            |                            |                   |             |               | 1132 87  | 766 19               |
|                                         |              |                     |                          |                                   |              |             |                        |            |                            |                   |             |               |          | 1 30                 |
|                                         |              |                     |                          |                                   |              |             |                        |            |                            |                   |             |               |          | 1476 51              |
| Total Eastern Division, . . . . .       | 359 00       | 7 00                | 213 59                   | 407 93                            | 9638 29      | 48652 46    | 5580 22                | 6495 82    | 498 18                     | 635 00            | 4154 43     | 842 20        | 10066 79 | 8017 05              |
| Total Western Division, . . . . .       |              |                     | 31 33                    |                                   | 50 90        | 27715 48    | 477 27                 | 56360 47   | 193 83                     | 1355 59           | 54 00       |               | 6514 59  | 1455 58              |
| Total East. & West. Division, . . . . . | 359 00       | 7 00                | 244 92                   | 407 93                            | 9709 19      | 76367 94    | 6057 49                | 62856 29   | 692 01                     | 1990 59           | 4208 43     | 842 20        | 16581 38 | 9472 63              |

*Construction and Equipment (including Eastern and Western Divisions Penna. R. R., &c.)—Continued.*

|                                         | Station and Warehouse. | Wells, Pumps and Tanks. | Machine Shop and Eng. Houses. | Machinery for Shops. | Locomotives. | Workmen's Houses. | Burden Cars. | Passenger Cars. | Passenger Car Shed. | Incidentals. | West Philadelphia Repair Shop and Siding. | Foremen and Toll Houses. | Totals.     |
|-----------------------------------------|------------------------|-------------------------|-------------------------------|----------------------|--------------|-------------------|--------------|-----------------|---------------------|--------------|-------------------------------------------|--------------------------|-------------|
| January, . . . . .                      | \$ 293 24              |                         | 1228 77                       | 405 13               | 438 85       |                   | 8821 15      | 574 88          | 9 75                |              | 751 32                                    | 346 36                   | 13554 26    |
| February, . . . . .                     | 52 25                  |                         | 48 97                         | 7 25                 |              |                   | 7429 99      | 6013 70         |                     |              | 385 53                                    | 450 62                   | 904 55      |
| March, . . . . .                        | 571 22                 |                         | 2550 93                       | 3121 79              | 14807 22     |                   |              |                 |                     |              |                                           | 9 00                     | 38035 63    |
| April, . . . . .                        |                        |                         | 37 96                         | 214 73               |              |                   | 6594 47      | 10502 72        | 12 50               | 495 15       | 128 14                                    | 672 41                   | 2143 19     |
| May, . . . . .                          | 395 04                 |                         | 1974 26                       | 8556 14              | 14533 78     |                   | 20 12        |                 |                     |              |                                           |                          | 49646 74    |
| June, . . . . .                         |                        |                         | 231 13                        | 203 32               |              |                   | 23288 41     | 742 14          | 103 39              | 96 66        | 174 89                                    | 597 85                   | 5668 58     |
| July, . . . . .                         | 1013 52                |                         | 1663 07                       | 4843 18              | 7232 07      |                   | 140 30       | 280 60          |                     |              |                                           |                          | 44663 03    |
| August, . . . . .                       | 19 77                  |                         | 30 46                         | 309 66               | 16 17        |                   | 22565 30     | 5958 95         | 37 55               | 17 81        | 402 00                                    | 921 66                   | 53052 40    |
| September, . . . . .                    | 1428 20                |                         | 4038 30                       | 2939 66              | 7306 00      | 2700 50           |              |                 |                     |              |                                           | 34 50                    | 59005 19    |
| October, . . . . .                      | 109 82                 |                         | 39 80                         | 556 29               | 77 35        | 13 50             | 36743 18     | 1859 18         | 640 89              |              | 125 23                                    | 992 48                   | 3901 28     |
| November, . . . . .                     | 566 65                 |                         | 2196 23                       | 2044 20              | 58 59        |                   | 3 76         | 137 20          |                     |              |                                           |                          | 53975 87    |
| December, . . . . .                     | 125 40                 |                         | 6 55                          | 35 94                | 381 54       | 2000 00           | 4059 76      | 6870 25         | 1248 12             | 392 82       | 185 70                                    | 1526 38                  | 6777 63     |
| Total Eastern Division, . . . . .       | 2203 69                | 22 50                   | 5285 59                       | 1668 02              | 271 08       |                   | 10601 78     | 3437 51         | 37 82               | 34 16        | 1850 84                                   | 827 48                   | 34930 63    |
| Total Western Division, . . . . .       | 364 86                 | 216 01                  | 6817 49                       | 6108 87              | 19055 69     | 4716 40           | 4 20         | 385 05          |                     |              |                                           | 94 79                    | 7654 78     |
| Total East and West Division, . . . . . | 2528 11                |                         |                               |                      |              |                   | 45762 13     | 5265 17         |                     | 108 95       | 676 03                                    | 652 10                   | 75600 40    |
| January, . . . . .                      | 94 87                  | 1 36                    | 1624 54                       | 2565 39              | 9567 25      | 2723 05           | 19 50        | 3423 89         | 120 65              |              |                                           |                          | 83684 24    |
| February, . . . . .                     | 2299 97                |                         | 48 60                         | 42 19                | 8996 20      | 2723 05           | 25499 84     | 81 62           |                     |              |                                           |                          | 15162 16    |
| March, . . . . .                        | 189 51                 | 60 42                   | 9051 56                       | 5437 93              | 622 01       |                   | 5574 50      |                 |                     |              |                                           |                          | 63925 90    |
| April, . . . . .                        | 3198 69                | 29 40                   | 2 20                          | 337 76               | 37397 14     | 171 43            | 4252 71      | 1848 09         | 71 02               | 420 00       | 1602 97                                   | 584 94                   | 48852 99    |
| May, . . . . .                          | 213 61                 | 5 92                    | 3251 98                       | 7966 91              | 416 59       | 3599 20           | 10567 30     |                 |                     | 240 88       | 1235 37                                   | 726 14                   | 30843 54    |
| June, . . . . .                         | 3219 50                | 3 75                    | 663 50                        |                      | 161 08       |                   | 9040 75      | 2621 91         |                     |              |                                           |                          | 11964 57    |
| July, . . . . .                         | 35 00                  | 14 81                   | 10062 34                      | 5640 18              | 928 21       | 3599 20           | 9040 75      |                 |                     | 334 54       | 2513 98                                   | 694 10                   | 48567 21    |
| August, . . . . .                       | 4017 21                |                         | 5 42                          | 213 44               | 27495 81     |                   | 4961 18      |                 |                     | 25 62        |                                           |                          | 33681 39    |
| September, . . . . .                    | 1 25                   |                         |                               |                      |              |                   |              |                 |                     |              |                                           |                          |             |
| October, . . . . .                      |                        | 321 02                  | 49745 06                      | 51317 40             | 75237 34     | 15924 08          | 216359 47    | 49118 39        | 2251 69             | 1720 97      | 10092 00                                  | 8992 52                  | 598432 94   |
| November, . . . . .                     |                        | 33 15                   | 1150 89                       | 1906 83              | 74738 47     |                   | 21290 96     | 1044 52         |                     | 445 62       |                                           | 154 08                   | 196179 90   |
| December, . . . . .                     |                        |                         |                               |                      |              |                   |              |                 |                     |              |                                           |                          |             |
| Total Eastern Division, . . . . .       | 21735 04               |                         |                               |                      |              |                   |              |                 |                     |              |                                           |                          |             |
| Total Western Division, . . . . .       | 1206 34                |                         |                               |                      |              |                   |              |                 |                     |              |                                           |                          |             |
| Total East and West Division, . . . . . | 22941 38               | 354 17                  | 50895 95                      | 53224 23             | 149975 81    | 15924 08          | 237650 43    | 50162 91        | 2251 69             | 2166 59      | 10092 00                                  | 9146 06                  | \$794612 84 |

THOS. R. DAVIS, Chief Clerk Transportation Department.

# ANNUAL REPORT.

Maintenance of Way, including Eastern and Western Divisions Pennsylvania R. R., for the Year 1852.

|                                | Foremen and Laborers. | Incidentals. | Superintendence. | Road and Hand Cars. | Repairs of Bridges. | Stationery & Printing. | Oil, Fluid and Tallow. | Repairs of Buildings. | Spikes. | Repairs of Turn Tables. | Tools.  | Cross Ties and Sills. | Rails, Frogs and Switches. | Removing Snow & Ice. | Taxes on Real Estate. | Clerks. | Repairs of Telegraph. | TOTALS.    |
|--------------------------------|-----------------------|--------------|------------------|---------------------|---------------------|------------------------|------------------------|-----------------------|---------|-------------------------|---------|-----------------------|----------------------------|----------------------|-----------------------|---------|-----------------------|------------|
| January,                       | \$2237 94             | 58 34        | 225 00           | 8 90                | 2 37                | 32 30                  | 8 70                   | 117 21                |         |                         | 65 05   | 62 50                 | 79 60                      | 636 25               |                       |         |                       | 3534 25    |
| February,                      | 986 30                |              | 50 00            | 50                  |                     |                        |                        |                       |         |                         | 72 00   |                       | 3 00                       | 154 84               |                       |         |                       | 1206 64    |
| March,                         | 2997 07               | 2 00         | 150 00           | 52 58               |                     |                        | 6 86                   | 7 67                  |         |                         | 51 06   |                       | 121 33                     |                      | 20 63                 |         |                       | 3109 20    |
| April,                         | 1183 08               | 8 25         | 99 46            |                     |                     |                        |                        | 7 70                  |         |                         | 232 19  |                       | 14 40                      | 4 00                 |                       |         |                       | 1549 08    |
| May,                           | 3488 32               | 22 65        | 300 00           | 49 78               | 14 80               | 18 00                  | 1 19                   |                       |         |                         | 102 26  |                       | 57 74                      |                      | 9 05                  | 45 00   |                       | 4108 79    |
| June,                          | 4164 56               | 51 50        | 125 00           | 50                  |                     |                        |                        |                       |         |                         | 321 72  |                       | 2 55                       |                      |                       |         |                       | 4665 83    |
| July,                          | 4430 80               | 15 02        | 225 00           | 2 73                | 4 00                | 32 52                  | 16 00                  | 8 50                  |         |                         | 45 87   |                       | 79 12                      |                      | 1 60                  | 45 00   |                       | 4902 14    |
| August,                        | 4018 80               | 22 37        | 130 00           | 10 10               |                     |                        |                        |                       |         |                         | 72 70   |                       | 1 80                       |                      |                       |         |                       | 4259 77    |
| September,                     | 4288 46               | 15 25        | 225 00           | 38 13               |                     | 5 00                   | 61 95                  |                       | 9 75    | 15 45                   | 179 10  |                       | 51 91                      |                      |                       | 45 00   |                       | 4935 00    |
| October,                       | 2942 50               | 33 82        | 90 00            | 57 28               |                     |                        | 4 80                   |                       |         |                         | 61 97   |                       |                            |                      |                       |         |                       | 3190 37    |
| November,                      | 4260 49               | 1 41         | 225 00           | 173 53              | 75 78               |                        | 51 54                  |                       |         |                         | 139 46  |                       | 21 37                      |                      | 2 50                  | 45 00   |                       | 5028 18    |
| December,                      | 2565 22               |              | 90 00            | 54 99               | 18 26               |                        |                        |                       |         |                         | 5 70    |                       | 23 84                      |                      |                       |         |                       | 2813 95    |
| Total, Eastern Division,       | 4654 76               |              | 225 00           | 148 96              | 81 92               | 2 00                   | 58 14                  | 2 44                  |         |                         | 315 04  |                       |                            |                      | 42 00                 | 45 00   | 3 75                  | 5599 44    |
| Total, Western Division,       | 2605 49               | 4 25         | 50 00            | 42 75               |                     |                        | 14 69                  |                       |         |                         | 125 99  |                       | 81 17                      |                      |                       |         |                       | 2924 34    |
| Total, East. & West. Division, | 4097 81               | 24 50        | 225 00           | 85 15               | 575 81              | 9 50                   | 74 79                  | 50 00                 | 19 50   | 11 29                   | 133 66  |                       | 10 34                      |                      | 15 40                 | 45 00   |                       | 5588 18    |
| January,                       | 2616 90               |              | 136 18           | 94 20               |                     | 7 98                   |                        | 1 00                  | 13 00   |                         | 144 29  |                       | 3 45                       |                      | 20 99                 | 45 00   |                       | 3004 66    |
| February,                      | 3574 02               | 3 31         | 225 00           | 50 82               | 209 74              | 51 00                  | 58 70                  |                       |         |                         | 151 30  |                       | 44 52                      |                      | 19 91                 | 45 00   |                       | 4406 58    |
| March,                         | 2644 07               | 2 10         | 90 00            | 136 34              | 4 50                | 48 33                  |                        |                       |         | 1 25                    | 117 90  |                       | 6 76                       |                      |                       |         |                       | 3077 89    |
| April,                         | 3336 82               | 74 08        | 225 00           | 94 34               |                     | 54 56                  | 60 30                  |                       |         | 9 05                    | 50 12   |                       | 99 20                      |                      |                       | 6 94    |                       | 2959 47    |
| May,                           | 2612 21               | 32 56        | 50 00            | 138 47              |                     | 3 50                   | 44 55                  | 3 12                  |         |                         | 96 16   |                       | 14 62                      |                      |                       |         |                       | 3800 62    |
| June,                          | 3275 29               | 13 77        | 225 00           | 33 06               | 80                  |                        | 74 41                  |                       | 94 50   | 27                      | 48 23   |                       | 666 69                     |                      | 16 57                 | 20 83   |                       | 2135 22    |
| July,                          | 1984 64               |              |                  | 12 25               |                     |                        | 189 55                 |                       |         | 18 27                   | 186 79  |                       |                            |                      |                       |         |                       | 4647 35    |
| August,                        | 3139 77               | 6 11         | 225 00           | 83 27               |                     |                        | 97 57                  |                       |         |                         |         |                       |                            |                      |                       |         |                       | 2322 57    |
| September,                     | 2225 00               |              |                  |                     |                     |                        |                        |                       |         |                         |         |                       |                            |                      |                       |         |                       |            |
| October,                       | 43481 53              | 456 44       | 2700 00          | 821 34              | 960 42              | 153 80                 | 626 53                 | 188 94                | 136 75  | 66 25                   | 1598 39 | 62 50                 | 1242 53                    | 636 25               | 148 65                | 387 77  | 3 75                  | 53671 86   |
| November,                      | 30548 77              | 154 85       | 910 64           | 547 38              | 27 56               |                        | 308 08                 | 8 70                  |         | 27 56                   | 1325 82 |                       | 151 59                     | 158 84               |                       |         |                       | 34169 79   |
| December,                      | 74030 32              | 611 29       | 3610 64          | 1368 72             | 987 98              | 153 80                 | 934 61                 | 197 64                | 136 75  | 93 81                   | 2924 21 | 62 50                 | 1394 12                    | 795 09               | 148 65                | 387 77  | 3 75                  | \$87841 65 |

THO'S R. DAVIS, Ch. Clerk Transp't'n Depart'm't.

## ANNUAL REPORT.

*Maintenance of Cars, including Eastern and Western Divisions  
Penna. R. R., for the year 1852.*

|                     | Repairs Pas-<br>senger Cars. | Repairs<br>Freight Cars. | Stationery<br>and Printing. | Incidentals. | Shop Rent. | Total.            |
|---------------------|------------------------------|--------------------------|-----------------------------|--------------|------------|-------------------|
| January, . . .      | \$ 683 16<br>18 25           | 1703 05<br>14 81         | 8 00                        | 15 67        |            | 2409 88<br>33 06  |
| February, . . .     | 1012 05<br>33 42             | 2198 06<br>41 45         |                             | 5 45         |            | 3215 56<br>74 87  |
| March, . . .        | 1827 35<br>56 00             | 2685 91<br>24 66         |                             |              | 200 00     | 4713 26<br>80 66  |
| April, . . .        | 1085 88<br>71 29             | 3271 74<br>64 45         | 4 00                        | 1 50         |            | 4363 12<br>135 74 |
| May, . . .          | 1351 86<br>127 25            | 3462 08<br>57 00         | 2 75                        |              |            | 4816 69<br>184 25 |
| June, . . .         | 520 47<br>19 42              | 2971 49<br>75 24         |                             |              |            | 3491 96<br>94 66  |
| July, . . .         | 1108 31<br>41 49             | 2644 57<br>73 94         |                             |              |            | 3752 88<br>115 43 |
| August, . . .       | 1438 98<br>104 89            | 2164 59<br>127 36        |                             | 10 00        |            | 3613 57<br>232 25 |
| September, . .      | 1531 06<br>136 61            | 3279 54<br>92 64         |                             |              |            | 4810 60<br>229 25 |
| October, . . .      | 1639 03<br>175 75            | 2131 98<br>109 84        |                             |              |            | 3770 96<br>285 59 |
| November, . .       | 2302 25<br>100 54            | 1630 94<br>138 36        | 3 56                        |              |            | 3936 69<br>238 90 |
| December, . .       | 2350 45<br>177 57            | 2960 79<br>284 19        |                             |              | 68 75      | 5379 99<br>461 76 |
| Total East Div.,    | 16850 85                     | 31104 69                 | 18 25                       | 32 62        | 268 75     | 48275 16          |
| Total West Div.,    | 1062 48                      | 1103 94                  |                             |              |            | 2166 42           |
| Total E. & W. Div., | 17913 33                     | 32208 63                 | 18 25                       | 32 62        | 268 75     | \$50441 58        |



# ALLEGHENY PORTAGE RAILROAD, FOR THE YEAR 1852.

|                  | Conductors,<br>Brake and Bag-<br>gage men. | Agents<br>and Clerks. | State Tolls. | New Pas-<br>senger Cars. | Repairs of<br>Passenger Cars. | Oil and Tallow. | Stationery<br>and Printing. | Advertising. | Fuel. | Incidentals. | Cleaning Cars. | Fluid. | Loss<br>and Damage. | Total.     |
|------------------|--------------------------------------------|-----------------------|--------------|--------------------------|-------------------------------|-----------------|-----------------------------|--------------|-------|--------------|----------------|--------|---------------------|------------|
| January, . . .   | \$ 162 50                                  | 20 00                 | 2412 85      | 309 07                   | 149 90                        | 8 40            | 48 47                       | 10 75        |       |              | 31 25          | 24 90  |                     | 3178 09    |
| February, . . .  | 235 00                                     | 25 00                 | 6163 19      | 863 92                   | 301 24                        | 7 20            |                             | 34 18        | 6 50  |              | 30 00          | 18 30  |                     | 7684 53    |
| March, . . .     | 118 33                                     | 57 67                 | 14259 19     | 326 93                   | 412 55                        | 4 20            | 10 00                       | 22 50        |       |              | 30 00          | 7 35   |                     | 15248 72   |
| April, . . .     | 396 33                                     | 40 00                 | 7861 47      | 3997 71                  | 332 74                        |                 | 11 50                       | 26 50        |       |              | 30 00          |        |                     | 12695 25   |
| May, . . .       | 335 29                                     | 65 00                 | 6513 89      | 241 90                   | 128 71                        | 15 40           |                             |              |       | 3 63         | 30 00          | 7 20   |                     | 7341 02    |
| June, . . .      | 343 50                                     | 60 00                 | 4770 48      | 27 03                    | 478 22                        | 1 76            | 54 10                       | 67 43        |       |              | 15 00          | 2 40   |                     | 5819 92    |
| July, . . .      | 350 83                                     | 40 00                 | 5313 26      | 25 00                    | 418 88                        | 22 42           | 14 00                       | 30 29        | 3 00  | 3 87         | 15 00          |        |                     | 6236 55    |
| August, . . .    | 277 50                                     | 40 00                 | 5653 53      |                          | 191 29                        | 6 30            | 37 49                       | 6 74         |       | 28 63        | 15 00          |        |                     | 6256 49    |
| September, . . . | 376 65                                     | 40 00                 | 5393 38      |                          | 16 67                         | 31 92           |                             |              |       |              | 30 00          | 6 60   |                     | 5895 22    |
| October, . . .   | 281 45                                     | 40 00                 | 9509 03      |                          | 78 41                         | 35 64           | 3 50                        |              |       | 58 83        |                | 11 10  | 28 75               | 10043 21   |
| November, . . .  | 336 54                                     | 40 00                 | 6023 64      |                          | 158 44                        | 36 00           |                             |              |       | 29 67        | 13 25          | 9 10   | 27 10               | 6677 24    |
| December, . . .  | 446 23                                     | 140 00                | 2971 94      |                          | 178 69                        | 37 26           |                             | 127 98       |       |              | 2 38           | 10 88  | 14 69               | 3930 05    |
| Totals, . . .    | 3660 15                                    | 607 67                | 76844 85     | 5791 56                  | 2845 74                       | 206 50          | 179 06                      | 326 38       | 9 50  | 124 63       | 241 88         | 97 83  | 70 54               | \$91006 29 |

THOS. R. DAVIS, Chief Clerk Transportation Dep't.



# ANNUAL REPORT.

Motive Power, including Eastern and Western Divisions of Pennsylvania Rail Road for the Year 1852.

|                           | Expenses of Water Stations. | Wood.    | Coal.   | Oil.    | Tallow. | Engineers. | Firemen. | Laborers. | Repairs of Engines. | Repairs of Shops. | Rags and Waste. | Shop Rent. | Superintendence. | Incidentals. | Fuel.  | Repairs of Tools and Machinery. | Fuel for Stationary Engines. | Stationary and Printing. | Fuel for Stores. | Individuals and Corporations. | TOTALS.   |             |
|---------------------------|-----------------------------|----------|---------|---------|---------|------------|----------|-----------|---------------------|-------------------|-----------------|------------|------------------|--------------|--------|---------------------------------|------------------------------|--------------------------|------------------|-------------------------------|-----------|-------------|
| January,                  | \$ 591 27                   | 4110 19  | 30 60   | 333 80  | 34 80   | 968 94     | 486 51   | 157 30    | 1666 26             | 38 49             | 66 97           |            | 350 00           | 157 24       | 13 50  | 117 36                          | 26 25                        | 38 65                    | 62 05            |                               | 9259 18   |             |
| February,                 | 81 90                       | 4780 89  | 31 32   |         |         | 978 62     | 172 62   | 64 50     | 87 85               |                   | 11 80           |            | 100 00           | 5 65         |        | 11 50                           |                              |                          |                  |                               | 1297 37   |             |
|                           | 435 53                      | 3720 83  |         | 285 00  | 47 72   | 936 25     | 491 87   | 242 21    | 4496 17             | 5 26              | 69 86           | 16 14      |                  | 2 60         | 56 70  | 138 38                          | 97 86                        | 1 75                     | 16 50            | 19 07                         | 11240 04  |             |
| March,                    | 50 00                       | 537 76   |         | 93 40   | 13 84   | 315 62     | 160 25   | 51 00     | 110 83              |                   | 8 47            |            |                  | 18 83        |        | 31 82                           |                              |                          |                  |                               |           |             |
|                           | 485 84                      | 4569 11  | 56 50   | 422 20  | 59 28   | 1042 62    | 559 18   | 520 52    | 2038 05             | 29 57             | 13 02           | 90 97      | 100 00           | 31 53        | 15 15  | 90 45                           | 122 98                       | 5 60                     | 15 00            |                               | 1391 82   |             |
|                           | 51 40                       | 599 19   | 144 42  | 71 50   | 24 24   | 407 59     | 226 74   | 57 00     | 114 66              |                   | 13 02           |            |                  | 18 83        |        | 6 30                            |                              |                          |                  |                               | 10504 25  |             |
| April,                    | 459 51                      | 4192 62  | 125 90  | 400 50  | 62 28   | 497 73     | 570 74   | 411 71    | 2898 87             | 9 79              | 88 86           |            |                  | 64 58        | 57 60  | 271 98                          |                              | 42 22                    | 10 05            | 17 25                         | 1726 11   |             |
|                           | 72 52                       | 588 48   | 87 56   | 68 60   | 19 76   | 351 35     | 172 74   | 125 82    | 101 11              |                   | 11 06           |            | 66 67            | 10 83        | 12 82  | 146 25                          | 178 33                       | 25 30                    |                  |                               | 11013 81  |             |
| May,                      | 508 81                      | 4282 98  | 44 76   | 414 40  | 105 36  | 1174 37    | 590 04   | 327 94    | 4175 23             | 29 57             | 78 19           | 16 30      | 66 67            | 37 17        | 66 45  | 146 25                          | 178 33                       | 25 30                    |                  | 9 00                          | 12277 12  |             |
|                           | 72 00                       | 744 93   |         | 68 60   |         | 345 69     | 179 74   | 81 68     | 248 89              |                   | 14 98           |            |                  | 2 40         | 6 45   | 6 15                            |                              |                          |                  |                               | 1771 51   |             |
| June,                     | 523 60                      | 3921 09  | 64 37   | 463 32  | 91 76   | 1028 87    | 584 76   | 285 29    | 2782 87             | 26 41             | 35 28           | 14 200     | 106 67           | 28 28        |        | 211 83                          | 12 48                        |                          |                  | 48 00                         | 10503 42  |             |
|                           | 70 00                       | 618 53   |         | 73 48   | 27 04   | 432 50     | 226 75   | 59 10     | 334 90              |                   | 63 14           |            |                  | 16 74        | 7 57   | 96 88                           |                              |                          |                  |                               | 11693 01  |             |
| July,                     | 485 85                      | 3384 67  | 75 56   | 391 16  | 90 40   | 1039 85    | 560 00   | 256 10    | 4701 05             | 24 65             | 16 94           |            | 233 33           | 34 58        | 18 16  | 94 49                           | 18 36                        | 13 50                    |                  | 202 37                        | 2274 12   |             |
|                           | 83 50                       | 755 71   | 39 61   | 80 76   | 29 96   | 503 40     | 259 62   | 105 60    | 316 41              | 2 40              | 94 01           |            |                  | 2 60         | 23 78  | 104 70                          | 12 48                        | 22 25                    |                  |                               | 9257 28   |             |
| August,                   | 567 72                      | 3599 81  | 42 28   | 306 60  | 84 80   | 968 55     | 526 49   | 245 06    | 2147 40             | 5 62              | 94 01           |            | 233 33           | 22 44        | 2 55   | 104 70                          | 12 48                        | 22 25                    |                  |                               | 2458 03   |             |
|                           | 125 95                      | 817 29   | 40 40   | 114 24  | 41 28   | 517 87     | 284 23   | 59 96     | 349 40              | 8 45              | 26 67           | 125 00     | 233 33           | 3 19         | 21 75  | 73 16                           | 12 48                        | 25 00                    |                  | 2036 92                       | 12293 08  |             |
| September,                | 642 73                      | 4270 25  | 62 20   | 378 42  | 95 04   | 1169 78    | 599 96   | 284 25    | 2156 58             | 3 26              | 99 78           |            |                  | 9 50         | 8 25   | 24 54                           |                              |                          |                  |                               |           |             |
|                           | 141 15                      | 891 47   |         | 93 24   | 38 72   | 515 57     | 262 23   | 85 10     | 165 54              | 17 87             | 25 90           |            | 83 33            | 9 50         | 8 25   | 24 54                           |                              |                          |                  |                               | 2279 78   |             |
| October,                  | 532 94                      | 4246 86  | 51 03   | 413 16  | 97 02   | 1167 79    | 612 52   | 258 60    | 2052 57             | 7 75              | 98 91           |            | 83 33            | 93 77        | 28 50  | 173 70                          | 6 36                         | 8 00                     |                  | 3 96                          | 9936 86   |             |
|                           | 139 70                      | 970 69   |         | 100 10  | 43 56   | 560 40     | 314 51   | 85 53     | 263 46              |                   | 27 09           |            |                  | 1 50         | 5 10   | 47 61                           |                              | 2 94                     |                  |                               | 2562 28   |             |
| November,                 | 772 09                      | 4307 13  | 85 10   | 407 73  | 100 44  | 1138 82    | 600 61   | 287 96    | 1628 70             |                   | 75 24           |            | 83 33            | 11 28        | 50 86  | 204 81                          | 16 80                        | 26 00                    | 5 00             | 136 98                        | 9988 90   |             |
|                           | 126 90                      | 836 86   | 91 20   | 120 75  | 45 36   | 597 62     | 315 86   | 101 40    | 263 15              | 1 43              | 22 86           |            |                  | 35 87        | 10 88  | 22 12                           | 10 40                        | 34 50                    | 5 50             |                               | 2642 66   |             |
| December,                 | 550 31                      | 7955 67  | 113 50  | 712 85  | 90 18   | 1534 86    | 686 18   | 345 25    | 1482 38             | 14 21             | 291 26          | 129 94     | 83 33            | 219 19       | 82 32  | 271 22                          | 108 90                       |                          | 8 15             | 109 36                        | 14789 06  |             |
|                           | 115 00                      | 1261 47  | 314 06  | 404 01  | 62 91   | 851 99     | 407 37   | 115 80    | 621 14              | 2 55              | 136 78          |            |                  | 3 45         | 21 28  | 10 65                           |                              | 14 20                    |                  |                               | 4351 05   |             |
| Total, Eastern Division,  | 6555 90                     | 52570 21 | 751 80  | 4929 16 | 959 08  | 13185 60   | 6869 46  | 3622 19   | 32496 13            | 172 27            | 1298 37         | 738 06     | 1799 99          | 675 75       | 463 05 | 1898 42                         | 613 29                       | 208 27                   | 106 70           | 2582 91                       | 132706 61 |             |
| Total, Western Division,  | 1130 02                     | 9100 87  | 739 59  | 1297 08 | 346 67  | 5735 94    | 2982 66  | 993 19    | 2397 34             | 34 36             | 350 85          |            | 1799 99          | 675 75       | 463 05 | 1898 42                         | 613 29                       | 208 27                   | 106 70           |                               | 26376 15  |             |
| Total, East. & West. Div. | 7685 92                     | 61971 08 | 1491 39 | 6226 84 | 1305 75 | 18921 54   | 9852 12  | 4615 38   | 35473 47            | 227 22            | 1559 22         | 738 06     | 1799 99          | 802 96       | 539 67 | 2254 30                         | 637 58                       | 248 96                   | 148 69           |                               | 2582 91   | \$159052 76 |

Note.—Individual and Corporation Account is not returned as expenses—cash being deposited to the credit of Motive Power to meet it.

THOS. R. DAVIS, Ch. Clerk Transp'n Department.

# ANNUAL REPORT.

Conducting Transportation Passenger Depot, (including Eastern and Western Divisions Penna. R. R.,) for the year 1852.

|                           | Stationery and Printing. | Advertising. | Oil and Tallow. | Laborers and Drakesmen. | Passenger Clerks. | Ticket Agents. | Passenger Conductors. | Loss and Damages. | Hir. R. & Lane. | Depot Rent. | Clean- ing Cars. | Incidentals. | Fuel.  | Superin- tendence. | Fluid. | Teaming. | City Rail Road Tolls. | Office Rent and Furniture. | Staging and Wagoning. | Canal Tolls. | TOTALS.  |            |
|---------------------------|--------------------------|--------------|-----------------|-------------------------|-------------------|----------------|-----------------------|-------------------|-----------------|-------------|------------------|--------------|--------|--------------------|--------|----------|-----------------------|----------------------------|-----------------------|--------------|----------|------------|
| January,                  | \$ 181 57                | 369 75       | 82 20           | 478 19                  | 120 50            | 208 33         | 380 87                | 237 50            |                 |             | 76 21            | 225 81       | 72 25  |                    | 26 00  |          | 2 46                  | 25 72                      |                       |              | 2546 84  |            |
| February,                 | 96 41                    | 108 45       | 5 60            | 279 15                  | 176 67            | 192 50         | 192 50                | 2083 02           | 9388 28         |             | 23 00            | 77 61        | 21 00  |                    | 23 40  |          | 43 37                 | 21 70                      |                       |              | 1025 49  |            |
| March,                    | 11 63                    | 304 68       | 86 24           | 423 16                  | 238 33            | 364 48         | 364 48                | 2083 02           | 9388 28         |             | 44 22            | 659 15       | 51 37  |                    | 65 85  |          |                       | 48 56                      |                       |              | 13937 34 |            |
| April,                    | 11 55                    | 42 50        | 225 50          | 225 50                  | 91 67             | 160 00         | 160 00                | 5446 19           | 9852 30         | 250 00      | 108 51           | 17 08        | 30 24  | 250 00             | 3 15   |          |                       | 32 50                      | 15462 08              |              |          | 16056 03   |
| May,                      | 155 75                   | 110 11       | 88 40           | 603 17                  | 216 00            | 200 00         | 386 20                | 5446 19           | 9852 30         | 250 00      | 7 50             | 153 09       | 30 24  | 250 00             | 59 25  |          |                       | 124 61                     | 13588 15              |              |          | 18035 82   |
| June,                     | 61 35                    | 46 50        | 8 40            | 382 60                  | 165 00            | 209 67         | 209 67                | 6 00              | 10442 33        |             | 45 83            | 176 48       | 16 50  | 100 00             | 60 45  | 110 00   |                       | 57 07                      |                       |              | 14638 16 |            |
| July,                     | 169 52                   | 72 50        | 33 48           | 586 90                  | 157 13            | 215 00         | 340 42                | 685 96            | 10442 33        |             | 15 00            | 35 66        | 6 70   | 100 00             | 1 20   |          |                       | 46 01                      | 14756 70              |              | 398 26   | 16206 06   |
| August,                   | 21 18                    | 54 00        | 34 60           | 325 00                  | 46 56             | 126 67         | 305 33                | 33 13             | 8483 04         |             | 55 33            | 82 58        | 4 00   | 83 33              | 53 70  |          |                       | 83 17                      |                       |              | 10966 80 |            |
| September,                | 28 23                    | 25 50        | 64 80           | 430 11                  | 228 33            | 207 60         | 341 66                | 782 75            | 8483 04         |             | 34 75            | 55 70        | 4 00   | 500 00             | 22 20  |          |                       | 7 00                       | 9206 06               |              |          | 10252 58   |
| October,                  | 21 76                    | 149 89       | 350 29          | 350 29                  | 92 72             | 106 67         | 315 00                | 5 30              | 6583 29         | 125 00      | 63 33            | 230 13       | 4 00   | 83 33              | 340 83 |          |                       | 31 50                      | 7549 42               |              |          | 9557 83    |
| November,                 | 36 63                    | 131 55       | 301 00          | 301 00                  | 201 33            | 205 00         | 306 67                | 171 91            | 6583 29         | 125 00      | 18 00            | 96 50        | 340 83 | 340 83             | 43 50  |          |                       | 127 70                     |                       |              |          | 9750 77    |
| December,                 | 49 33                    | 212 03       | 127 38          | 612 87                  | 205 33            | 266 01         | 417 12                | 166 96            | 6926 66         |             | 33 33            | 173 88       | 340 83 | 340 83             | 43 50  |          |                       | 127 70                     |                       |              |          | 9750 77    |
| Total Eastern Division,   | 36 63                    | 131 55       | 301 00          | 301 00                  | 205 33            | 266 01         | 417 12                | 166 96            | 6926 66         |             | 33 33            | 173 88       | 340 83 | 340 83             | 43 50  |          |                       | 127 70                     |                       |              |          | 9750 77    |
| Total Western Division,   | 49 33                    | 212 03       | 127 38          | 612 87                  | 205 33            | 266 01         | 417 12                | 166 96            | 6926 66         |             | 33 33            | 173 88       | 340 83 | 340 83             | 43 50  |          |                       | 127 70                     |                       |              |          | 9750 77    |
| Total East. & West. Div., | 125 75                   | 103 37       | 69 64           | 332 66                  | 122 84            | 136 67         | 285 84                | 20 00             | 7048 76         |             | 60 00            | 62 31        | 4 00   | 44 10              | 44 10  |          |                       | 41 13                      | 5391 00               |              |          | 8836 58    |
|                           | 96 40                    | 22 50        | 62 16           | 970 62                  | 203 33            | 550 00         | 444 99                | 26 71             | 12209 00        | 125 00      | 35 00            | 164 68       | 164 68 | 83 33              | 3 90   | 112 60   |                       | 215 30                     | 8008 15               |              |          | 15780 55   |
|                           | 325 50                   | 80 00        | 130 00          | 11 76                   | 329 60            | 87 20          | 136 67                | 292 50            | 7481 87         | 63 20       | 139 24           | 150 26       | 9 75   | 83 33              | 56 10  |          |                       | 6 71                       | 5391 00               |              |          | 8335 14    |
|                           | 82 58                    | 130 00       | 44 51           | 71 24                   | 1002 13           | 243 33         | 427 90                | 398 39            | 51 56           | 7481 87     | 63 20            | 139 24       | 150 26 | 9 75               | 83 33  | 56 10    |                       | 6 71                       | 5391 00               |              |          | 8335 14    |
|                           | 67 23                    | 44 51        | 71 24           | 1002 13                 | 243 33            | 427 90         | 398 39                | 51 56             | 7481 87         | 63 20       | 139 24           | 150 26       | 9 75   | 83 33              | 56 10  |          |                       | 6 71                       | 5391 00               |              |          | 8335 14    |
|                           | 26 50                    | 181 30       | 12 76           | 404 20                  | 99 45             | 189 17         | 299 95                | 89 24             | 6105 28         |             | 80 00            | 79 34        | 86 63  | 83 33              | 53 30  |          |                       | 93 20                      | 6748 36               |              |          | 9203 99    |
|                           | 32 81                    | 181 30       | 12 76           | 404 20                  | 99 45             | 189 17         | 299 95                | 89 24             | 6105 28         |             | 80 00            | 79 34        | 86 63  | 83 33              | 53 30  |          |                       | 93 20                      | 6748 36               |              |          | 9203 99    |
|                           | 27 52                    | 2 00         | 14 00           | 544 00                  | 68 00             | 96 67          | 277 50                | 49 02             | 6105 28         |             | 81 00            | 44 11        | 61 96  | 249 99             | 15 44  |          |                       | 2 60                       | 6151 26               |              |          | 8773 24    |
|                           | 117 38                   | 773 54       | 71 41           | 749 71                  | 163 33            | 279 34         | 391 61                | 541 42            | 6480 00         |             | 150 77           | 414 54       | 61 96  | 249 99             | 15 44  |          |                       | 100 91                     | 6151 26               |              |          | 10597 79   |
|                           | 33 70                    | 517 18       | 18 17           | 330 06                  | 35 00             | 224 05         | 239 16                | 541 42            | 6480 00         |             | 150 77           | 414 54       | 61 96  | 249 99             | 15 44  |          |                       | 100 91                     | 6151 26               |              |          | 10597 79   |
|                           | 1385 24                  | 2279 92      | 1003 31         | 8113 58                 | 2185 27           | 3473 92        | 4742 65               | 10384 88          | 91009 81        | 563 20      | 985 49           | 2970 94      | 822 95 | 1069 48            | 566 03 |          |                       | 859 62                     | 3465 81               |              |          | 133134 36  |
|                           | 615 35                   | 1339 35      | 105 29          | 4221 63                 | 652 37            | 1859 90        | 3139 37               | 196 29            | 91009 81        | 563 20      | 414 25           | 996 44       | 84 65  | 249 99             | 79 84  |          |                       | 509 61                     | 96467 13              |              |          | 119468 74  |
|                           | 2000 59                  | 3619 27      | 1108 60         | 12335 21                | 2837 64           | 5333 82        | 7882 02               | 10561 17          | 91009 81        | 563 20      | 1399 74          | 3907 38      | 407 60 | 2219 47            | 645 87 |          |                       | 1369 23                    | 96467 13              |              |          | 8252603 10 |

THOMAS R. DAVIS, Chief Clerk Transportation Department.

# ANNUAL REPORT.

*Columbia Rail Road Line and Phoenix Line, for the year 1852.*

|                                                      | Conductors,<br>Brake Men,<br>Agents<br>and<br>Clerks. | State Tolls.      | City Rail<br>Road Tolls. | Office Rent<br>and<br>Furniture. | New Pass-<br>enger Cars. | Repairs Pas-<br>enger Cars. | Oil and<br>Tallow. | Teaming.           | Stationery<br>and<br>Printing. | Advertising.    | Fuel.         | Buildings<br>and<br>Sidings. | Incidentals | Cleaning<br>Cars. | Fluid.  | Loss and<br>Damage. | TOTALS.                 |
|------------------------------------------------------|-------------------------------------------------------|-------------------|--------------------------|----------------------------------|--------------------------|-----------------------------|--------------------|--------------------|--------------------------------|-----------------|---------------|------------------------------|-------------|-------------------|---------|---------------------|-------------------------|
| January, . . .                                       | 192 62<br>112 50                                      | 238 32<br>15 00   | 8530 69<br>3086 48       | 8 00                             | 1292 97<br>22 66         | 1292 97<br>22 66            | 1292 97<br>22 66   | 631 50<br>166 67   | 158 81<br>67 72                | 266 79<br>25 00 | 25 13<br>5 05 | 105 14                       | 147 94      | 31 00             | 37 70   | 75 75               | 12048 61<br>3496 03     |
| February, . . .                                      | 565 09<br>127 00                                      | 251 32<br>15 00   | 10069 85<br>3250 42      | 168 11                           | 664 09<br>9 32           | 664 09<br>9 32              | 664 09<br>9 32     | 166 67<br>166 67   | 1 19<br>1 19                   | 52 67<br>5 05   | 5 05          | 57 67                        | 57 67       | 31 25             | 4 81    | 57 37               | 12684 15<br>3608 80     |
| March, . . .                                         | 475 20<br>141 40                                      | 238 32<br>40 00   | 16079 44<br>4119 17      | 87 59                            | 26 00<br>3603 34         | 26 00<br>3603 34            | 26 00<br>3603 34   | 166 67<br>166 67   | 13 33<br>13 33                 | 66 00<br>66 00  | 66 00         | 3 72                         | 4064 26     | 87 63             | 6 80    | 6 80                | 22180 94<br>4546 94     |
| April, . . .                                         | 482 96<br>144 40                                      | 313 82<br>42 50   | 16735 23<br>3423 68      | 49 72                            | 841 80<br>26 88          | 841 80<br>26 88             | 841 80<br>26 88    | 166 67<br>166 67   | 20 00<br>20 00                 | 20 00<br>20 00  | 49 48         | 1 27                         | 48 64       | 110 00            | 18 00   | 18 00               | 23517 20<br>3894 10     |
| May, . . .                                           | 811 40<br>127 49                                      | 326 32<br>31 33   | 18862 95<br>3509 79      | 70 56                            | 3214 48<br>165 75        | 3214 48<br>165 75           | 3214 48<br>165 75  | 200 00<br>275 00   | 9 25<br>9 25                   | 74 25<br>74 25  | 1 37          | 27 00                        | 27 00       | 106 63            | 3923 10 | 3923 10             | 25382 62<br>3923 10     |
| June, . . .                                          | 748 96<br>129 00                                      | 311 33<br>418 06  | 15264 84<br>3463 51      | 1432 10                          | 4690 12<br>176 19        | 4690 12<br>176 19           | 4690 12<br>176 19  | 275 00<br>275 00   | 146 89<br>14 75                | 147 76<br>85 23 | 229 00        | 229 00                       | 58 57       | 114 52            | 22 00   | 22 00               | 23900 28<br>3008 58     |
| July, . . .                                          | 664 77<br>129 00                                      | 418 06<br>3343 52 | 13941 95<br>3343 52      | 1015 44                          | 1805 47<br>1044 68       | 1805 47<br>1044 68          | 1805 47<br>1044 68 | 275 00<br>190 00   | 8 50<br>8 50                   | 85 23<br>45 43  | 107 77        | 107 77                       | 114 12      | 103 75            | 75 75   | 75 75               | 21174 02<br>4788 64     |
| August, . . .                                        | 421 60<br>242 00                                      | 514 49<br>219 66  | 11753 62<br>4911 98      | 1062 50                          | 1273 66<br>692 95        | 1273 66<br>692 95           | 1273 66<br>692 95  | 364 38<br>490 20   | 69 09<br>2 35                  | 25 00<br>2 35   | 49 40         | 49 40                        | 615 00      | 90 40             | 7750 01 | 7750 01             | 16391 61<br>7750 01     |
| September, . . .                                     | 194 68<br>240 84                                      | 310 00<br>315 32  | 3253 00<br>7888 16       | 1000 00                          | 30 65                    | 30 65                       | 30 65              | 108 31<br>319 61   | 7 50<br>38 37                  | 20 00<br>20 00  | 4 50          | 276 75                       | 61 16       | 30 00             | 16 38   | 16 38               | 5130 24<br>10060 87     |
| October, . . .                                       | 244 12<br>5524 24                                     | 342 33<br>3709 29 | 3153 21<br>126367 42     | 1345 51                          | 1023 09                  | 1023 09                     | 1023 09            | 156 13<br>6021 41  | 78 13<br>646 17                | 84 45<br>789 48 | 22 49         | 1002 86                      | 31 00       | 42 51             | 42 51   | 196 30              | 6400 23<br>184680 78    |
| November, . . .                                      | 892 79<br>6447 03                                     | 112 50<br>3911 79 | 22942 57<br>149309 96    | 292 22                           | 13345 66                 | 13345 66                    | 13345 66           | 1440 01<br>7461 49 | 91 72<br>89 88                 | 108 23<br>71 17 | 174 02        | 506 90                       | 6488 18     | 806 30            | 42 51   | 196 30              | 27386 19<br>\$212066 97 |
| December, . . .                                      | 5524 24<br>892 79                                     | 3709 29<br>112 50 | 126367 42<br>22942 57    | 292 22                           | 13345 66                 | 13345 66                    | 13345 66           | 1440 01<br>7461 49 | 91 72<br>89 88                 | 108 23<br>71 17 | 174 02        | 506 90                       | 6488 18     | 806 30            | 42 51   | 196 30              | 27386 19<br>\$212066 97 |
| Total Columbia Rail Road,<br>Total Phoenix Line, . . | 5524 24<br>892 79                                     | 3709 29<br>112 50 | 126367 42<br>22942 57    | 292 22                           | 13345 66                 | 13345 66                    | 13345 66           | 1440 01<br>7461 49 | 91 72<br>89 88                 | 108 23<br>71 17 | 174 02        | 506 90                       | 6488 18     | 806 30            | 42 51   | 196 30              | 27386 19<br>\$212066 97 |
| Total Col. R. R. & P. Line,                          | 6447 03                                               | 3911 79           | 149309 96                | 2149 76                          | 8369 17                  | 8369 17                     | 8369 17            | 7461 49            | 89 88                          | 71 17           | 174 02        | 506 90                       | 6488 18     | 806 30            | 42 51   | 196 30              | \$212066 97             |

THOMAS R. DAVIS, Chief Clerk Transportation Department.

# ANNUAL REPORT.

*Conducting Transportation, Freight Department (including East. and West. Divisions Penn. R. R.) for the Year 1852.*

|                                     | Stationery<br>and<br>Printing. | Advertising. | Oil for Cars. | Laborers<br>and<br>Drake-men. | Freight<br>Clerks. | Station<br>Agents. | Freight<br>Conductors. | Loss and<br>Damage. | Repairs of<br>Depots. | Tolls on H.<br>& Lam. R.R. | State Tolls. | State Taxes. |
|-------------------------------------|--------------------------------|--------------|---------------|-------------------------------|--------------------|--------------------|------------------------|---------------------|-----------------------|----------------------------|--------------|--------------|
| January,                            | \$ 416 69                      | 55 00        | 118 80        | 1295 33                       | 512 15             | 412 02             | 312 37                 | 52 32               |                       |                            | 4139 80      |              |
| February,                           | 2 87                           | 47 50        | 190 00        | 334 00                        | 591 17             | 75 00              | 35 00                  | 444 00              | 19 44                 | 3312 41                    | 1628 96      |              |
| March,                              | 50 34                          | 63 50        | 193 00        | 1430 52                       | 725 08             | 360 00             | 279 63                 | 130 42              |                       |                            | 8278 60      |              |
| April,                              | 281 33                         | 4 75         | 190 00        | 599 50                        | 609 98             | 80 00              | 35 00                  | 1 37                |                       | 2207 06                    | 5848 82      |              |
| May,                                | 342 25                         | 140 80       | 227 00        | 1718 21                       | 723 30             | 280 00             | 275 00                 | 184 45              |                       |                            | 12052 79     |              |
| June,                               | 179 71                         | 37 05        | 309 98        | 902 00                        | 10 00              | 110 00             | 40 00                  |                     |                       | 2415 49                    | 6675 73      |              |
| July,                               | 43 60                          | 25 00        | 227 04        | 1840 41                       | 643 30             | 433 33             | 294 50                 | 231 09              |                       |                            | 12887 53     |              |
| August,                             | 119 70                         | 68 00        | 298 20        | 1022 88                       | 718 30             | 100 00             | 40 00                  | 337 66              |                       | 1881 30                    | 7933 88      |              |
| September,                          | 19 87                          | 87 83        | 47 04         | 1895 88                       | 10 00              | 360 00             | 305 00                 | 5 75                |                       | 1132 77                    | 5007 44      |              |
| October,                            | 336 05                         | 15 39        | 348 39        | 459 00                        | 668 30             | 120 00             | 75 00                  | 1000 82             |                       |                            | 12587 50     |              |
| November,                           | 145 48                         | 2 00         | 279 75        | 858 75                        | 42 47              | 3998 01            | 305 00                 |                     |                       | 613 74                     | 3289 93      | 12823 74     |
| December,                           | 236 89                         | 4 38         | 79 80         | 1314 83                       | 708 83             | 145 00             | 75 00                  | 241 41              |                       | 1796 15                    | 5533 07      |              |
| Total, Eastern Division,            | 2602 57                        | 541 30       | 2928 14       | 738 00                        | 219 14             | 12594 52           | 5081 07                | 4414 13             | 19 44                 | 27856 69                   | 126649 66    | 21501 55     |
| Total, Western Division,            | 46 47                          | 25 00        | 363 45        | 1470 33                       | 219 14             | 844 50             | 844 50                 | 853 95              |                       |                            | 58833 27     |              |
| Totals, Eastern & Western Division, | 2649 04                        | 566 30       | 3291 59       | 14064 85                      | 7887 97            | 1470 33            | 5925 57                | 5268 08             | 19 44                 | 27856 69                   | 185482 93    | 21501 55     |



*Conducting Transportation, Freight Department, (including East. and West. Div. Penn. R. R.) for the year 1852.—Continued.*

|                                      | Depot Rent. | Canal and<br>Freight and<br>Charges. | Canal Tolls. | Incidentals. | Fuel.  | Superin-<br>tendence. | Fluid. | Teaming. | Office Rent<br>and<br>Furniture. | City R. Road<br>Tolls. | Baltimore<br>and<br>Susq. R. R.<br>Tolls. | TOTALS.     |
|--------------------------------------|-------------|--------------------------------------|--------------|--------------|--------|-----------------------|--------|----------|----------------------------------|------------------------|-------------------------------------------|-------------|
| January, - - - - -                   |             | 12600 57                             | 83 96        | 253 89       |        |                       |        | 348 37   | 7 00                             | 73 16                  |                                           | 7996 90     |
| February, - - - - -                  |             |                                      |              | 24 56        | 33 00  | 250 00                | 6 30   | 497 87   | 62 88                            | 175 24                 |                                           | 15184 92    |
| March, - - - - -                     |             | 20893 53                             |              | 27 97        | 4 00   |                       | 3 15   |          | 11 05                            |                        |                                           | 13733 29    |
|                                      |             |                                      |              | 5 50         | 12 32  |                       | 3 45   | 659 91   | 23 63                            | 192 33                 |                                           | 27481 92    |
| April, - - - - -                     | \$46 00     | 21454 73                             |              | 101 50       |        | 250 00                | 10 50  | 1094 22  |                                  | 115 85                 |                                           | 18973 56    |
| May, - - - - -                       | 42 69       | 15662 05                             | 1481 30      | 440 35       | 7 80   |                       | 16 50  | 622 90   | 30 50                            | 127 38                 |                                           | 29190 86    |
| June, - - - - -                      | 886 94      | 8228 43                              | 3396 64      | 11 15        | 8 50   |                       | 11 40  |          |                                  |                        |                                           | 21184 08    |
| July, - - - - -                      | 7 31        | 6550 55                              | 1670 98      | 131 86       |        |                       |        | 553 30   | 188 57                           | 381 94                 |                                           | 28294 26    |
| August, - - - - -                    | 94 38       | 4265 64                              | 425 21       | 316 90       |        |                       |        | 491 00   |                                  |                        |                                           | 16398 25    |
| September, - - - - -                 | 200 00      | 8785 31                              | 2600 43      | 48 61        |        | 290 00                | 15     | 599 25   | 11 17                            | 210 90                 |                                           | 17345 86    |
| October, - - - - -                   | 58 85       | 9714 76                              | 5478 28      | 133 71       |        | 83 33                 |        | 586 80   | 11 12                            | 221 09                 |                                           | 24548 28    |
| November, - - - - -                  | 22 44       | 5370 60                              | 2399 82      | 113 05       |        | 400 00                |        | 558 00   |                                  | 169 69                 |                                           | 13505 21    |
| December, - - - - -                  | 1039 46     | 8572 12                              | 2321 93      | 178 12       | 122 12 | 150 00                | 32     | 540 55   | 3 25                             | 146 94                 | 807 74                                    | 22782 38    |
|                                      |             | 5433 50                              | 2833 88      | 25 00        | 3 62   | 83 33                 | 65     | 832 35   | 56 98                            | 204 34                 | 4036 35                                   | 8718 70     |
|                                      |             |                                      |              | 68 57        | 80 78  |                       | 1 12   |          | 200 00                           |                        |                                           | 13684 09    |
|                                      |             |                                      |              | 131 80       | 3 00   |                       |        |          |                                  |                        |                                           | 17212 23    |
|                                      |             |                                      |              | 8 55         |        |                       |        |          |                                  |                        |                                           | 21396 24    |
|                                      |             |                                      |              |              |        |                       |        |          |                                  |                        |                                           | 23124 08    |
|                                      |             |                                      |              |              |        |                       |        |          |                                  |                        |                                           | 17044 61    |
|                                      |             |                                      |              |              |        |                       |        |          |                                  |                        |                                           | 11861 72    |
|                                      |             |                                      |              |              |        |                       |        |          |                                  |                        |                                           | 18116 19    |
|                                      |             |                                      |              |              |        |                       |        |          |                                  |                        |                                           | 14714 31    |
|                                      |             |                                      |              |              |        |                       |        |          |                                  |                        |                                           | 48536 24    |
|                                      |             |                                      |              |              |        |                       |        |          |                                  |                        |                                           | 20124 32    |
| Total, Eastern Division, - - -       | 3096 59     | 127531 79                            | 22652 43     | 1881 82      | 264 52 | 1340 00               | 69 53  | 7384 52  | 395 10                           | 2168 57                | 4844 09                                   | 252494 11   |
| Total, Western Division, - - -       | 200 00      |                                      |              | 252 58       | 10 62  | 249 99                | 4 92   |          | 211 05                           |                        |                                           | 223848 39   |
| Totals, Eastern & Western Divisions, | 3296 59     | 127531 79                            | 22652 43     | 2134 70      | 275 14 | 1589 99               | 74 45  | 7384 52  | 606 15                           | 2168 57                | 4844 09                                   | \$476342 50 |

THO'S. R. DAVIS, *Ch. Clerk Transportation Department.*

# ANNUAL REPORT, 1852.

## MILEAGE AND EXPENSES OF ENGINES

| Engines.    | Builders.      | Placed on Road. | No. of Drivers. | Size of Drivers. | Miles run. | Cost of Repairs. | Cost per 100 miles run of |                                     |       | Total Expenses per 100 miles run. | Repairs per ton on Drivers, per 100 miles run. | Expenses per ton on Drivers, per 100 miles run. | Weight. | Weight on Drivers. |
|-------------|----------------|-----------------|-----------------|------------------|------------|------------------|---------------------------|-------------------------------------|-------|-----------------------------------|------------------------------------------------|-------------------------------------------------|---------|--------------------|
|             |                |                 |                 |                  |            |                  | Repairs.                  | Oil, Tal-<br>low, Fluid<br>& waste. | Fuel. |                                   |                                                |                                                 |         |                    |
| Allegheny,  | M. W. Baldwin, | July 9, 1850,   | 4               | 4.6              | 28,336     | 1478 72          | 5 22                      | 1 13                                | 9 75  | 16 10                             | 40                                             | 1 25                                            | 45,275  | 25,825             |
| Armstrong,  | "              | Dec. 22, 1850,  | 4               | 5.               | 34,638     | 1712 32          | 4 94                      | 1 96                                | 8 11  | 14 10                             | 43                                             | 1 22                                            | 38,675  | 22,875             |
| Antelope,   | Seth Wilmarth, | Oct. 2, 1852,   | 4               | 6.6              | 6,090      | 102 30           | 1 68                      | 1 15                                | 7 25  | 10 08                             |                                                |                                                 |         |                    |
| Atlanta,    | "              | Nov. 18, 1852,  | 4               | 6.6              | 2,582      | 98 12            | 3 80                      | 1 36                                | 8 68  | 13 84                             |                                                |                                                 |         |                    |
| Beaver,     | M. W. Baldwin, | Sept. 10, 1850, | 8               | 3.6              | 13,591     | 1811 72          | 13 33                     | 2 29                                | 12 18 | 27 80                             | 61                                             | 1 28                                            | 43,350  | 43,350             |
| Blair,      | "              | Sept. 23, 1849, | 2               | 6.               | 6,717      | 753 01           | 11 21                     | 1 29                                | 12 17 | 24 67                             | 1 07                                           | 2 35                                            | 40,175  | 21,000             |
| Butler,     | "              | Jan. 28, 1852,  | 4               | 5.               | 31,960     | 1278 55          | 4 00                      | 1 06                                | 7 07  | 22 13                             | 35                                             | 1 06                                            | 38,675  | 22,875             |
| Bradford,   | "              | Jan. 1, 1852,   | 4               | 4.6              | 23,018     | 187 64           | 82                        | 1 11                                | 8 15  | 10 08                             | 06                                             | 89                                              | 44,800  | 25,400             |
| Bedford,    | "              | Aug. 17, 1852,  | 6               | 3.6              | 708        | 38 74            | 5 47                      | 3 52                                | 3 26  | 12 25                             | 26                                             | 58                                              | 57,875  | 42,037             |
| Berks,      | "              | Nov. 9, 1852,   | 6               | 3.6              | 1,111      | 61 26            | 5 51                      | 3 04                                | 9 80  | 18 35                             | 26                                             | 87                                              | 57,875  | 42,037             |
| Cambria,    | Norris & Bro., | Jan. 22, 1850,  | 4               | 4.6              | 22,856     | 2517 40          | 11 01                     | 1 65                                | 8 64  | 21 30                             | 81                                             | 1 69                                            | 40,825  | 25,820             |
| Clarion,    | M. W. Baldwin, | July 22, 1850,  | 4               | 4.6              | 21,323     | 1632 84          | 7 65                      | 1 79                                | 8 87  | 18 31                             | 59                                             | 1 42                                            | 45,275  | 25,825             |
| Columbia,   | "              | Sept. 18, 1850, | 4               | 4.6              | 13,724     | 1278 43          | 9 32                      | 2 34                                | 12 70 | 24 36                             | 73                                             | 1 92                                            | 44,800  | 25,400             |
| Clinton,    | "              | Sept. 5, 1850,  | 4               | 4.6              | 19,484     | 1196 41          | 6 14                      | 1 76                                | 11 23 | 19 13                             | 48                                             | 1 50                                            | 44,800  | 25,400             |
| Clay,       | Norris & Bro., | Oct. 16, 1849,  | 2               | 4.               | 7,925      | 433 41           | 5 48                      | 1 22                                | 6 42  | 13 12                             | 75                                             | 1 80                                            | 23,350  | 14,600             |
| Centre,     | M. W. Baldwin, | Dec. 9, 1850,   | 4               | 4.6              | 22,027     | 633 87           | 2 88                      | 1 15                                | 11 61 | 15 64                             | 23                                             | 1 23                                            | 44,800  | 25,400             |
| Clearfield, | "              | June 20, 1851,  | 4               | 4.6              | 19,662     | 1241 03          | 6 31                      | 1 03                                | 7 95  | 15 29                             | 50                                             | 1 20                                            | 44,800  | 25,400             |
| Crawford,   | "              | June 20, 1851,  | 4               | 4.6              | 28,227     | 467 17           | 1 65                      | 93                                  | 7 95  | 10 53                             | 13                                             | 83                                              | 44,800  | 25,400             |
| Dauphin,    | "              | Aug. 30, 1852,  | 6               | 3.6              | 191        | 90               | 47                        | 7 22                                | 11 52 | 19 21                             | 02                                             | 91                                              | 57,875  | 42,037             |
| Erie,       | "              | Oct. 7, 1850,   | 4               | 4.6              | 20,296     | 613 67           | 3 04                      | 1 25                                | 11 85 | 16 14                             | 24                                             | 1 27                                            | 44,800  | 25,400             |
| Elk,        | "              | Oct. 16, 1850,  | 4               | 4.6              | 21,847     | 566 09           | 2 54                      | 1 45                                | 13 44 | 17 43                             | 20                                             | 1 37                                            | 44,800  | 25,400             |

|                 |                 |   |     |        |         |       |      |       |       |      |      |        |        |
|-----------------|-----------------|---|-----|--------|---------|-------|------|-------|-------|------|------|--------|--------|
| Franklin, . . . | Oct. 16, 1849,  | 4 | 4.6 | 11,656 | 583 47  | 5 00  | 1 38 | 8 91  | 15 29 | 58   | 1 82 | 20 650 | 16,750 |
| Fayette, . . .  | Feb. 4, 1852,   | 4 | 4.6 | 11,810 | 718 15  | 6 08  | 1 12 | 10 75 | 17 95 | 46   | 1 36 | 46,110 | 26,490 |
| Greene, . . .   | March 3, 1852,  | 4 | 4.6 | 19,792 | 414 92  | 2 09  | 1 41 | 12 37 | 15 87 | 15   | 1 20 | 46,200 | 26,490 |
| Huntingdon, .   | Nov. 16, 1849,  | 4 | 4.6 | 20,383 | 1102 55 | 5 41  | 1 55 | 9 07  | 16 03 | 42   | 1 24 | 45,275 | 25,825 |
| Harrisburg, .   | Oct. 16, 1849,  | 2 | 4.6 | 6,866  | 946 03  | 13 78 | 1 39 | 10 56 | 25 73 | 2 30 | 4 29 | 23,900 | 12,000 |
| Heisley, . . .  | Oct. 1, 1851,   | 4 | 4   | 16,298 | 299 57  | 1 84  | 92   | 5 27  | 8 03  |      |      |        |        |
| Indiana, . . .  | Jan. 22, 1850,  | 2 | 6   | 13,588 | 500 88  | 3 68  | 99   | 6 44  | 11 11 | 35   | 1 06 | 40,175 | 21,000 |
| Juniatta, . . . | Nov. 2, 1849,   | 4 | 4.6 | 26,243 | 1016 72 | 3 84  | 1 38 | 11 55 | 16 77 | 29   | 1 30 | 45,275 | 25,825 |
| Lycoming, . .   | March 31, 1852, | 4 | 4.6 | 16,291 | 306 85  | 1 88  | 1 74 | 13 00 | 16 62 | 14   | 1 25 | 46,110 | 26,490 |
| Latrobe, . . .  | Dec. 1, 1852,   | 6 | 3.8 | 1,097  | 57 16   | 5 21  | 1 80 | 8 73  | 15 74 | 24   | 73   | 54,000 | 43,000 |
| Lebanon, . . .  | Oct. 27, 1852,  | 6 | 3.6 | 1,735  | 17 47   | 1 01  | 2 46 | 7 76  | 11 23 | 05   | 53   | 57,875 | 42,037 |
| Midlin, . . .   | Sept. 1, 1849,  | 2 | 6   | 9,256  | 210 14  | 2 28  | 1 58 | 9 65  | 13 51 | 22   | 1 29 | 40,175 | 21,000 |
| Mercer, . . .   | Oct. 23, 1852,  | 6 | 3.6 | 1,368  | 124 31  | 9 09  | 2 51 | 6 40  | 18 00 | 43   | 85   | 57,875 | 42,037 |
| Penrose, . . .  | Oct. 16, 1849,  | 2 | 4.6 | 5,852  | 592 74  | 10 13 | 2 35 | 12 50 | 24 98 | 1 69 | 4 16 | 24,225 | 12,000 |
| Pike, . . .     | April 30, 1852, | 4 | 5   | 15,582 | 230 52  | 1 48  | 1 17 | 6 56  | 9 21  | 11   | 67   | 47,100 | 27,480 |
| Susquehanna, .  | Feb. 28, 1852,  | 4 | 5   | 28,334 | 489 44  | 1 72  | 99   | 7 94  | 10 65 | 15   | 93   | 38,675 | 22,875 |
| Somerset, . .   | Jan. 31, 1852,  | 4 | 5   | 36,415 | 738 35  | 2 02  | 1 13 | 8 27  | 11 42 | 15   | 83   | 47,100 | 27,450 |
| Union, . . .    | June 5, 1852,   | 4 | 5   | 9,555  | 238 05  | 2 49  | 1 39 | 6 81  | 10 69 | 19   | 78   | 47,100 | 27,450 |
| Venango, . . .  | Oct. 29, 1850,  | 4 | 4.6 | 20,968 | 641 39  | 3 06  | 1 05 | 12 18 | 16 29 | 20   | 1 28 | 44,800 | 25,400 |
| Wyoming, . .    | Nov. 25, 1850,  | 4 | 5   | 28,561 | 1836 71 | 6 43  | 1 13 | 8 30  | 15 86 | 56   | 1 38 | 36,675 | 22,875 |
| Washington, .   | Oct. 16, 1849,  | 6 | 3.6 | 8,609  | 1672 16 | 19 42 | 90   | 9 55  | 29 87 | 1 12 | 1 72 | 34,675 | 34,675 |
| Westmoreland, . | Sept. 7, 1850,  | 8 | 3.7 | 7,509  | 1788 88 | 23 82 | 2 71 | 20 51 | 47 04 | 93   | 1 89 | 50,975 | 50,975 |

Total number of Miles run, . . . . . 663,991.  
Total Cost of Repairs, . . . . . \$32630 07.  
Average Cost of Repairs per 100 miles run, . . . . . \$4 92.

DANIEL W. CALDWELL, Chief Clerk Motive Power Department.







